



Contingency Force to have 'sailor appeal'

A FLEET AT THE READY

A NEW Naval Contingency Force will come into action in 1994-95, as part of plans to put ships at differing levels of readiness.

The Commander-in-Chief Fleet, Admiral Sir Jock Slater, has authorised the new force to be tailored to provide readily deployable naval units to meet any kind of challenge.

This new concept is the result of the reduced risk of major conflict and the consequent increased warning time, which have obviated the need for maintaining "the highest possible number of platforms at the highest possible state of readiness".

It will operate to fulfil the most important national and NATO tasks in tandem with a programme in which, as far as possible, all units will be designated as "ready" or "alternate" — the former kept at a high state of material and technical capability and assigned to the NCF.

Thus the "ready" ships will carry out NATO and rapid reaction force roles as well as nationally directed tasks while the "alternate" units will conduct less intensive tasking or be undergoing maintenance.

"I want to stress that modern and older ships will go through these categories within a normal pattern of maintenance to achieve a balanced opera-

tional programme," Admiral Slater told Navy News.

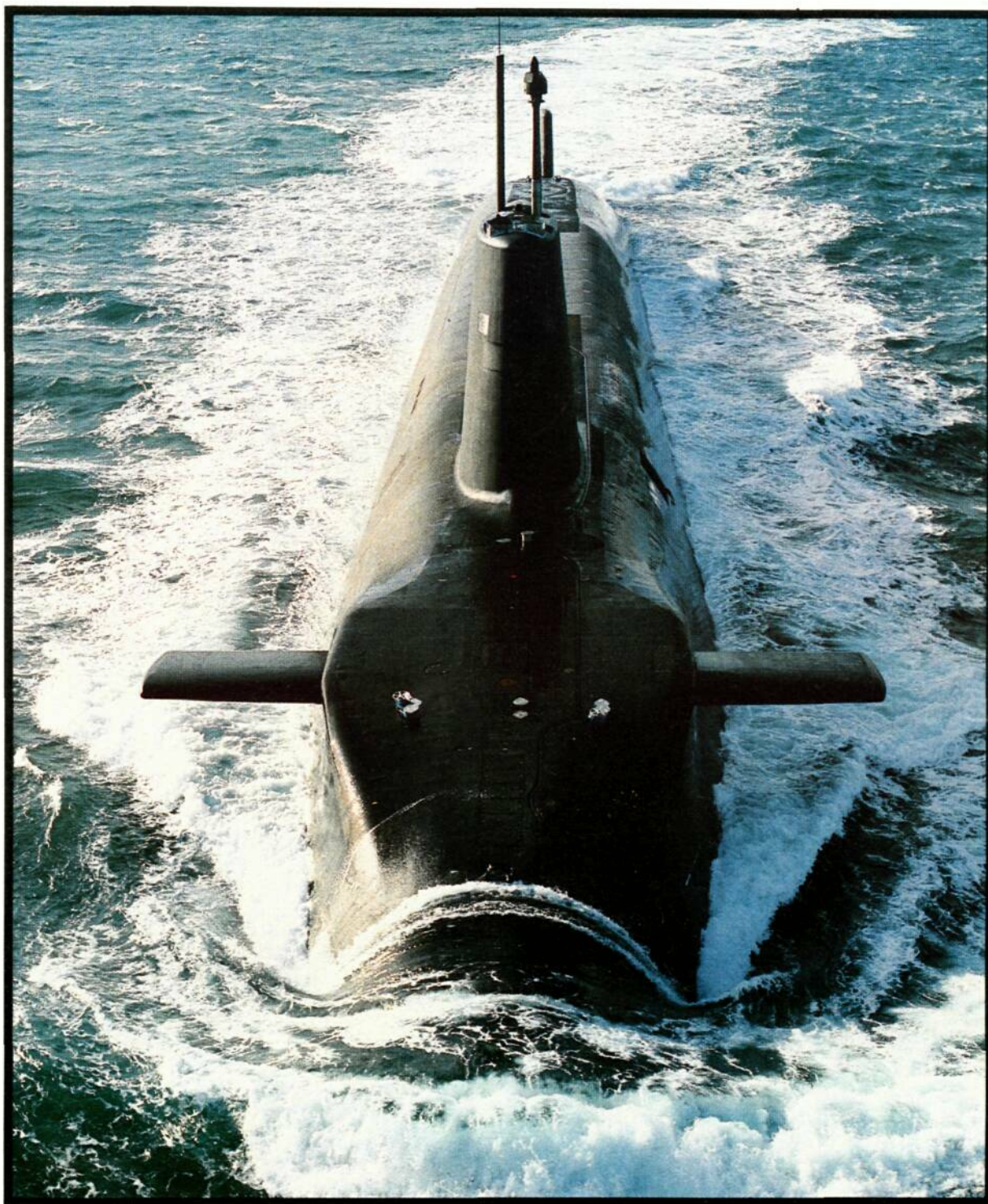
"No one ship will be permanently assigned to either. In many ways this arrangement is a formal rationalization of the way the Fleet has been programmed over the past few years, in a time of constant change. It will allow work to be taken forward on tailoring the Fleet to meet the diverse challenges of the '90s and provide value for money."

As announced in Navy News in July, the Leander class frigate HMS Andromeda, which completed a £25 million refit at Rosyth last year, is to be put into a state of "extended readiness" after next June, sealed and dehumidified to prevent internal corrosion.

Her fuel and ammunition will be removed, but all her equipment will remain in place so she can be recovered as a fully capable vessel — not as part of a "second division" as some have suggested.

Though no decisions have been

● Turn to page 30



Vanguard makes a home run

ESCORTED by the offshore patrol vessel HMS Orkney, the first of the Trident submarines HMS Vanguard made her way to the Clyde Submarine Base to begin her trials (see above).

Cheered on by Sea Cadets from TS Vanguard at Walsall, the 16,000 ton monster was towed out of Barrow-in-Furness before steaming through a

small armada of Greenpeace and CND protestors in the Rhu Narrows as she approached Faslane.

Defence Secretary Malcolm Rifkind commented: "The Cold War has ended but we still live in an uncertain and unstable world. Now more than ever it is vital to retain Trident."

In answer to a Commons question, it was stated that consideration of the options for future arrangements for refitting Trident submarines was continuing.

Cheered on by Sea Cadets from TS Vanguard at Walsall, the 16,000 ton monster was towed out of Barrow-in-Furness before steaming through a



RAS-Atlantic

Replenishment at sea between HMS Exeter and HMS Ark Royal during their deployment to the Western Atlantic where Fleetex 92 has had them working closely with the USS Kennedy and her Carrier Battle Group.

Every which way for Director WRNS



INFORMALITY was the order of the day when the Director of the Women's Royal Naval Service, Commandant Anne Spencer visited the Wrens who work at the two NATO Commands in Naples, AFSouth and NavSouth.

Her tour included focal points of the British community in Naples, including the clinic and community centre, and also the recently renovated junior rates' accommodation, and the Director was able to chat to her Wrens and learn of their concerns in a relaxed environment.

As Commandant Spencer will, in all probability, be the last Director WRNS, the visit was a significant one — perhaps the last chance for the Wrens to have their questions answered in person by their Head of Service.

Photograph, left. Looking to the future, perhaps? The Naples Wrens strike an unusual pose for a happy picture with their Director (front row, centre).

HMS Cornwall greets the Duchess

MEMBERS of the ship's company of the Type 22 frigate HMS Cornwall were present at a special ceremony to witness the unveiling of a portrait of the Duchess of Cornwall (perhaps known better by her other title as the Princess of Wales, or Princess Diana).

The portrait, by David Hankinson, was especially commissioned by the Worshipful Company of Leathersellers, who adopted HMS Cornwall as part of the City of London's campaign of support for the Armed Forces. It is to be presented to the frigate, where it will be displayed in the main companion way.

In the picture, the Princess is portrayed sitting overlook-

ing the Cornish coast with St Michael's Mount in the background.

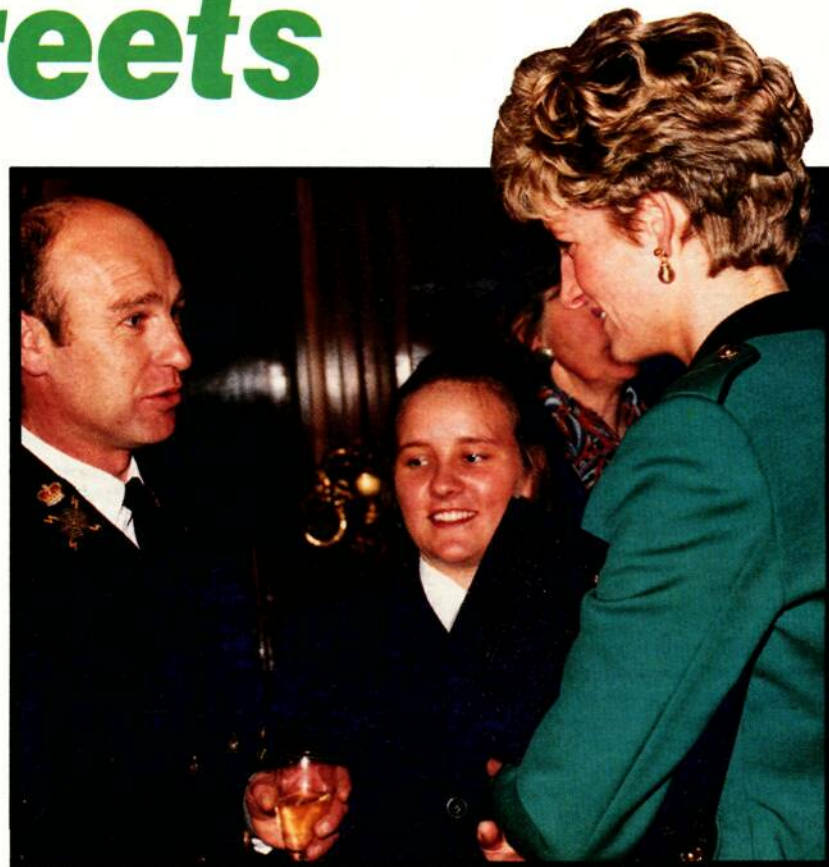
The unveiling ceremony was timed to coincide with HMS Cornwall's visit to the Port of London and afterwards the Princess met ship's company members. (Photograph, right, shows her chatting with CPO(R) Michael Cuff).

Meanwhile back in the Duchy . . .

WHEN HMS Dasher, the coastal training craft for the Bristol University RN Unit, sailed from the Cornish port of Padstow she carried with her emergency supplies of three bags of pasties at the request of the Yacht Club at Swansea, the ship's next port-of-call.

Members there are especially addicted to these Padstow delicacies and so Lieut. James Morse, on his last trip as Dasher's Commanding Officer, agreed to their urgent request.

Oggie, oggie, oggie — three bags full: Padstow restaurateur Rick Stein hands over the Cornish pasties for safe passage to Swansea, to Lieut. James Morse.



News from home



"MAIL is now ready for collection". Always a welcome pipe for ships' companies away from home.

Pictured above, AB Andy Chard and LS Steve Mortiboys take delivery of the mail for HMS Argonaut from WO2 Mark Atwell at Gibraltar.

The Leander-class frigate was alongside for a brief refuelling stop while participating in Exercise Tennyson.

Stitches in time

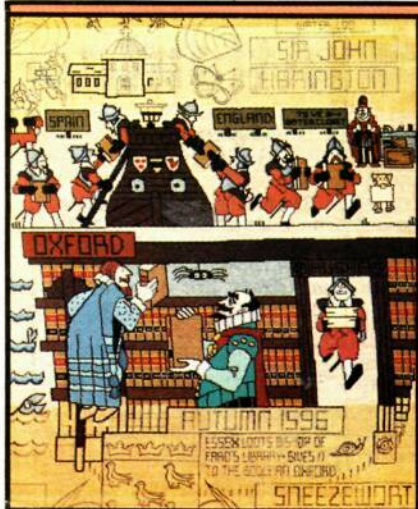
DESIGNED by Mr Tom Mor, who began the project in 1976, the New World Tapestry is an English equivalent of the Bayeux Tapestry. In its 23 panels — each 11 feet by 4 feet — it illustrates the major voyages of exploration and the colonisation of America, Newfoundland and Bermuda, within the period 1580-1643.

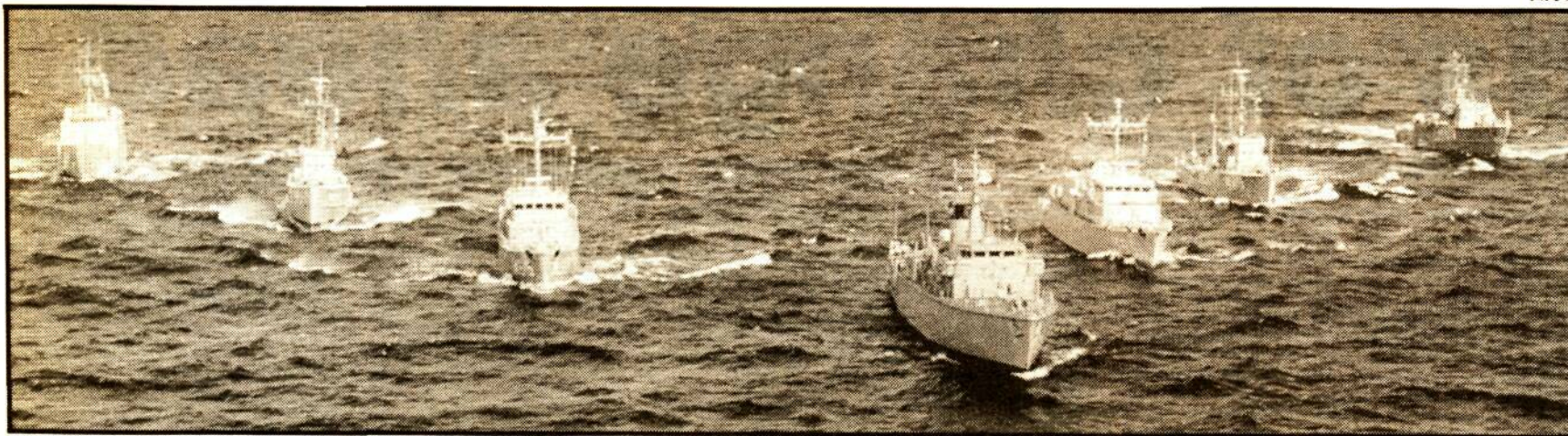
Wool donated by Emu Wools Ltd of Bradford is being plied year round by teams of volunteer embroiderers in Plymouth, Ivybridge, Chillington, Totnes, Exeter, Bideford and Lyme Regis.

HMS Drake's contribution is to complete the 1588 Armada panel (left). Many RN wives have taken part. Co-ordinator Polly Hoskin's

current nucleus of volunteers includes Kay Barrett, Myra Bowman, Sarah Bowman, Linda Hammond, Ann McVain, Sue Swain, Margaret Pierce, Jo Thomas, Marie Stewart, Elspeth Edmunds and Jenny Brooker.

Visitors are also invited to add a stitch and donate one pound towards housing the finished work.





Baltic tours

HMS Hurworth is seen here heading NATO's mine countermeasures squadron, the Standing Naval Force Channel, on its way to the Baltic ports of Gdynia, Klaipeda, Riga and Helsinki.

They are the first MCM ships to visit non-NATO Baltic countries under the NATO flag — and meanwhile the Royal Navy's own 1st MCM Squadron ships HMS Brocklesby, Ledbury and Dulverton have also been on deployment there, visiting Tallinn, Gotland, Klaipeda, Riga, Liepaja and Warnemunde. They are due to return home to Rosyth early this month.

● Wheelchairs and other hospital equipment have been delivered to Exeter's twin city of Yaroslavl by the Devonport-based survey ship HMS Herald, in St Petersburg for a goodwill visit.

Peacock's Freedom for Centurion shooting display

Rating wounds two Chinese smugglers

TWO Chinese smugglers were shot and wounded by a 24-year-old leading hand from HMS Peacock after he boarded a fast speedboat west of Hong Kong Island.

IN BRIEF

Statue tribute from Gl's

AMERICAN veterans of the Korean War have presented a statue, commemorating the participation of Royal Marine Commandos, to the RM Museum at Eastney.

□ □ □

Admiral Jorge Martinez, Commander-in-Chief of the Chilean Navy, called at the Royal Naval Submarine School while visiting the UK as guest of the First Sea Lord.

□ □ □

Relics of the battleship HMS Warspite have been presented by the Warspite Association to the Heritage Museum at HMS Raleigh.

□ □ □

Forty members of the Royal Naval Guild of Bellringers roused a series of stops on the Severn Valley Railway with displays of campanological virtuosity that included 1,260 changes of Grandsire Triples.

□ □ □

Strongest of the strong in a day-long Strong Man contest at HMS Raleigh was Cpl Steve Fulthorpe from CTRM Lympstone, who received a suitably weighty trophy donated by Constable Estate Agents.

□ □ □

HMS Birmingham carried 20 members of the Welsh Branch of the Coastal Forces Veterans Association on passage from Cardiff to Fishguard.

□ □ □

Ninety supporters of a raffle to raise money to send naval personnel to take part in the Barcelona Olympics were rewarded with a dinner on board HMS Victory.

The rating was himself slightly injured when the pair attacked him with knives and a 10-ft pole as he tried to cut the fuel line to the 10 metre "tai fei's" five big outboard engines.

Commanding officer of HMS Peacock Lieut.-Cdr. David Carey said the incident was the most violent to date in the series of joint RN/Marine Police anti-smuggling operations.

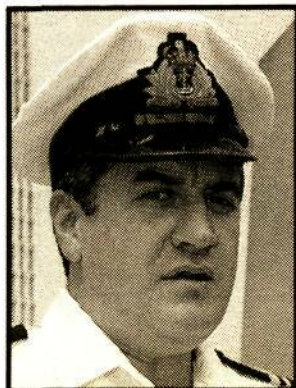
"We spotted a group of tai feis loitering south of Kau Yi Chau island and launched two fast pursuit craft to investigate," he told Navy News.

Self-defence

"When the rating jumped on board one of them it made off to the south at 50-60 knots and two of its four-man crew went for him. He felt so threatened that he drew his personal weapon — a 9mm pistol — and fired three shots in self-defence.

"One of his attackers got a bullet in the arm and the other was wounded in the leg — and both jumped in the sea. The other two crew were overpowered and all four were handed over to the Hong Kong Police."

Hong Kong's Secretary for Security Alastair Asprey later said the rating had been fully justified in opening fire to protect himself in dangerous circumstances. Fifteen hours after the incident the Peacock — and the injured leading hand — were back out on patrol.



● Lieut.-Cdr. David Carey.

Freedom for Centurion

HMS Centurion, the Royal Navy pay and records establishment, received the Freedom of the Borough of Gosport last month in recognition of the "eminent services" it had rendered to the town.

Commanding Officer Cmdre. Martin Appleton said HMS Centurion was at the forefront of moves towards a leaner Navy. Its population — one third uniformed, two thirds civilian — mirrored that of the town.

The establishment had moved to its present, purpose built complex at Grange Road, Rowner, 22 years ago and he believed the Freedom truly marked Centurion's coming of age.



LEADING Cat Thomas C. Crusher here displays the fearsome claws that have spelled death to the rodent population at the Royal Naval Patrol HQ, Devonport ever since he first reported for duty in the winter of 1985/86.

His skills as a mouser have led to the award of a second GCB (Good Cat Badge) — presented by the Captain HMS Drake, Capt. Mike Thomas with the assistance of LWREG Julie Ellison.

PAWS FOR EFFECT

Enduring names

HMS Polar Circle will sail for the Antarctic next month under her new name, HMS Endurance — and she will keep her predecessor's nickname "Red Plum" too.

The former HMS Polar Circle was renamed at a ceremony at Portsmouth last month after 20 weeks of modifications that followed her return from her first ice patrol for the Royal Navy in the Spring.

She is due to take her first party of Wrens when she comes back from her latest deployment in May 1993.

Neo-classical plan for offices

A £7m contract to build a new headquarters for the integrated Second Sea Lord and C-in-C Naval Home Command staffs — the first major development in the Dockyard conservation area for over 200 years — has been awarded to Warings Construction Ltd of Portsmouth.

The three storey complex will provide 80,000 sq ft of offices in a neo-classical building designed to harmonise with its historic surroundings.

It will house the new organisation responsible for all personnel matters and shore-based training when it is formed in April 1994.

Atlantic lines

CONTACTS for information on events commemorating the Battle of the Atlantic to be staged at Liverpool next May are Jim Rayner (Royal Navy), Tel: 071 352 6764 and Andrew McNeil (Merchant Navy) Tel: 071 702 1100.

A Battle of the Atlantic plaque and a first day cover, price £21 and £3 plus pp may be ordered from H. A. James at 23, Little Oaks Road, Aston, Birmingham.

Winds of change ahead

THESE are turbulent times and over the next few months and years many of us will be affected by the Navy's short and long term financial measures. This will require changes to the manpower required and will cause many units to consider a re-structure of their organisation.

Intended changes to individual Units regarding manpower, start initially with the Unit itself proposing how much manpower it needs to function in its new or changed role. Individuals get to hear about these proposals and when they do we get snowed under with requests such as "what is going to happen to my billet/when am I going to be drafted and where to/can I have that new job that

they are setting up at ??? Squadron? etc."

At this stage of the game Drafty has no idea what the Unit is going to look like until the new Scheme of Complement has been authorised. We would like to be able to answer these questions but such manpower proposals have a long way to go before a new Scheme of Complement is produced to which we can draft. When fin-

ally authorised we will do all that we can to draft suitably qualified volunteers to the new jobs and minimise turbulence for others.

Please, however keep us informed of your preferences, noting the use of the C240 and ticking the Early Out Of Turn box on the DPC if this is applicable, we will do all that we can to satisfy your requirements.



Short-term surpluses

DIRECT drafting of FAA ratings to complement billets at Naval Air Stations (and elsewhere) is now fully established. However, it may appear to some that there are indications of a return to the earlier method of drafting to Air Stations — to the Block Draft system.

This is because ratings who are currently surplus to requirements as a result of the various savings measures being taken within the FAA, are being drafted with the PQ number 4041 on their Draft Order.

All ratings for whom a complement billet cannot be identified within 3 months, are drafted to the PQ number and will be employed as far as possible by the Unit or Air Station concerned.

If such a draft is contemplated every attempt will be made to locate the individuals concerned in their preference areas. It has come to our notice however, that some ratings drafted to PQ 4041 feel that they will be prime candidates

for redundancy. THIS IS DEFINITELY NOT THE CASE. They will be subject to exactly the same redundancy conditions which apply to any other rating.

Other ratings may fall into the 'short-term surplus' category in the same way as described above, but if a complement billet is available for them within 3 months, they will be drafted to PQ 4050 instead.



Drafty

... takes to the air

Redundancy notice

AS stated in DCI RN 194/92, by the beginning of December all those who have been selected for the second phase of redundancy will have been notified. Hopefully the majority of those who have been selected will be applicants. If however there are insufficient applicants, or if the spread of seniority within a particular category does not meet the Service needs, then there will be the need for compulsory redundancies.

This principle applies to all categories within the Royal Navy, not just the FAA, although as most will know by now it was only FAA POAEAs who were affected by compulsory redundancies in the last redundancy phase.

Our main aim in FAA Drafting Section regarding those who have been selected, is to get all redundees as quickly as possible into billets that will enable them to plan for their departure from the RN. Since the volunteers have requested to leave

they will be drafted, if necessary, as quickly as the Service will allow. However, if there are any compulsory redundees, they will be given priority over the others should there be any conflicts.

Redundees can always request to leave earlier than the final redundancy date (providing this is not before 1 April 1993) by C240 but you must give us a date to work to. DOs and HODs please let us know whether a relief is required before the redundee can go, or if you can accept a short gap.

Except for aircrew

It is quite apparent that the New Management Strategy (NMS) is concentrating an increasing number of minds — including Drafty's.

In days of yore, we were often able to draft ratings so that they could receive necessary training prior to joining a second line billet. Under NMS

this cannot now happen, but recognising that some Aircrewmen are unemployable in a second line billet until they have attained the necessary ad-qual(s), investigations are under way to enable the appropriate training to be provided since if it is to happen it must be formally authorised and budgeted for.

Seatime for CPOAEAs

There are a significant number of Scale A ACC holders who are concerned that they are going to sea more regularly than their Scale B counterparts. This is indeed the case, but the difference in sea roster lengths for Scale A and Scale B CPOAEAs is only about one year. Any Scale A CPOAEA is eligible to be drafted to a billet requiring an ACC irrespective

of their preference or aircraft experience and there are over 4 Scale A CPOAEAs for every Front Line ACC billet. Even though individuals in this category do not necessarily have the appropriate aircraft type experience for a particular Front Line billet, they will be drafted as they come to the top of the Sea Roster irrespective of their background.

Preferential treatment

BELIEVE it or not — and many of our customers opt for the latter — current figures show that about 90% of RN ratings are in their first preference.

When Drafty visits Ships and Establishments he always meets the remaining 10% and in fact more than 10% indicate to us that they are out of preference.

Therefore, since the figures don't seem to add up there must be a reason, and we have no further to look than your DPF/DPCs and C240s. Therefore look at your latest DPF/DPC and consider:

- Is it current?
- Does it agree with any of your C240s which may still be extant?
- Have your preferences or personal circumstances changed without Drafty's knowledge?

For example — ratings who receive a non-preference draft and subsequently move their families to join them often become satisfied with the new location, but they neglect to inform Drafty of their new preference. In due course, they may receive another Draft Order, moving them back to the previous area, according to their most recent but now out of date DPC/DPF. Such individuals often complain that they have been given yet another non-preference draft.

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Centre Desk		

For exercise only

WHILE survivors are evacuated from a stricken ferry by the fleet tender RMAH Horning, a Sea King helicopter, from RN air station Portland, lowers a crewman to lift off those injured to rush them to hospital.

This was the scene in the Solent when the Portsmouth-Isle of Wight ferry MV St. Helen played the part of a disabled ship, on fire after colliding with a container vessel, during Exercise Solfire.

The exercise, co-ordinated by the Queen's Harbourmaster Portsmouth, involved the Royal Navy, Associated British ports, HM Coastguard, local authorities, police, fire and ambulance services and various volunteer organisations.

Picture: LA(Phot) Andy Pratt.





One of the smallest ships in the Navy, the coastal training craft HMS Biter is a floating classroom for university undergraduates.



Powerful predecessors

UNLIKE the present Biter, the previous ships of the same name were all impressively war-like. The first was a gun boat with 12 guns. Built by Wells in Rotherhithe she was launched in April, 1797 and saw 5 years' of Naval service before being sold.

The second Biter was built by Wallis, Blackwall and launched in July, 1804. Unfortunately she was wrecked off Calais 16 months later.

Coal hulk

The third Biter saw action during the bombardment of Sveaborg in August, 1855. She was a 'Dapper' Class wood steam boat armed with one 68 pounder and two 24 pounder guns and built by Pitcher, Northfleet. Launched in January, 1855 she served for 10 years before being sold as a coal hulk and named, rather unflatteringly, C16.

Carrier

The fourth Biter was a 8,200-ton escort carrier with a long and varied career. Built by Sun S.B. & D.D. Co. Pennsylvania, USA, she was launched in December, 1940 and named MV Rio Parana.

After a conversion at Atlantic Basin Iron Works, Brooklyn, she was transferred to the Royal Navy in May, 1942 on Lend-Lease.

Carrying 15 aircraft her first action was to be mother to the planes dropping propaganda leaflets over the French Fleet at Oran, during Operation Torch.

In March, 1943 she was seconded to the Fifth Escort Group in the North Atlantic and, a month later, was instrumental in sinking U203 with her embarked Swordfish aircraft. In August, 1944 she suffered a major fire and played no further part in the war.

Target

In 1945 she was sold to the French Navy as Dixmude and saw action in the Mediterranean and Indo China as a personnel, stores and aircraft transporter.

Returned to the Americans in 1966 she ended her days as a target in the Gulf of Mexico.

Biter has the battle honours Baltic 1855, North Africa 1942, Atlantic 1943-4, so it is perhaps fitting that the present HMS Biter will be involved with the Battle of the Atlantic commemoration in Liverpool at the end of May, 1993.

Pennant No.	P270	Displacement	43 tons
Built	Watercraft Ltd.	Length	20m
		Beam	5.2m
		Draught	2m
Commissioned	5th November, 1985		
Machinery	2 x Paxman/Rolls-Royce 12 cylinder CV12 turbocharged diesel engines		
Shafts	2 — outward turning propellers		
Speed	20 knots	Radar	Decca AD 1216C

Biter shows them how

HMS Biter is tender to Manchester and Salford Universities Royal Naval Unit, her main role being to take students from the four Manchester colleges to sea for navigation, seamanship and all aspects of general naval training. An additional role is involved with the Sea Cadet Corps and Combined Cadet Force who are always keen to go to sea.

HMS Biter was the second and last P2000 patrol boat to be completed by Watercraft Ltd. before the company folded. She was launched 17th October, 1985 and accepted into Naval Service on 5th November, 1985.

Initially allocated to Mersey Division Royal Naval Reserve, she served as a navigation training vessel for 6 years, but with the birth and expansion of the URNUs, the P2000 craft were steadily taken from the RNR (who continue to run River Class minesweepers) and given to the 8 URNU units.

HMS Biter was given to Manchester and Salford URNU who, until this time, had been sharing HMS Striker with Liverpool URNU.

The ships are ideally suited for initial training at sea. Small and compact with a shallow draught they can enter small ports and conduct complicated navigation without the student suffering from an over anxious Captain. Biter will turn effortlessly within her own length, which assists even the least capable students to successfully bring the ship into and out of a berth.

Her main limitation is in bad weather, for unless driven down sea, she is thoroughly unpleasant and indeed quite dangerous in Sea State 6 and above.

During term time the ships spend weekends at sea. Biter visits the Isle of Man, North Wales and North West England on a regular basis, and she

deploys for a month at Easter, for 7 weeks in the summer, and a week during the Autumn.

These longer periods at sea allow the students to settle down into a sea routine and improve their skills and allow the ship to travel further afield.

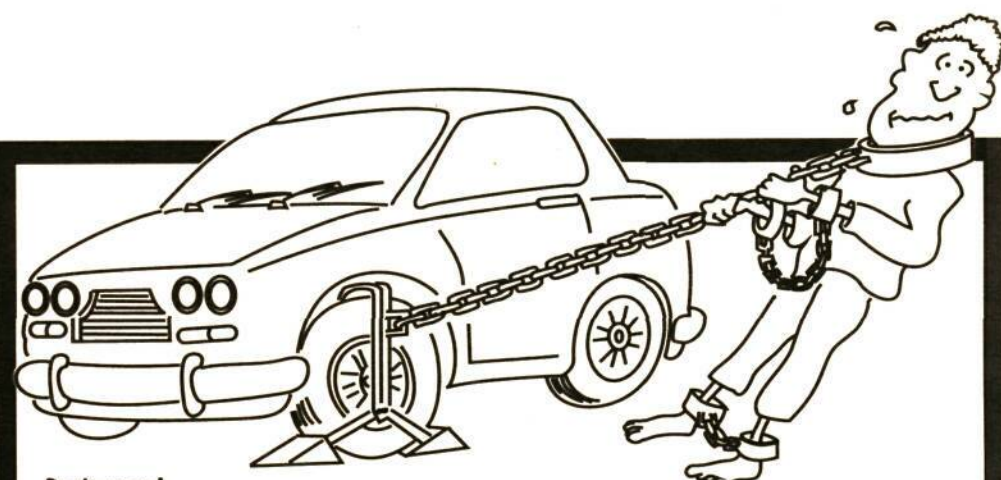
During the Easter deployment the ship normally visits the Western Isle of Scotland where shelter may be found whatever the weather. During the more pleasant summer months she will visit Scandinavia, Germany and France — all regular summer destinations. Although close to home a highlight is always at least one transit of the Caledonian Canal.

This last summer Biter visited 15 ports around the UK and, in addition, Amsterdam, Lorient, Morlaix and, in com-

pany with Charger and Archer was the first British warship to visit Paimboeuf on the Loire (see pictures last month's Navy News, page 29).

A busy programme for the coming academic year is planned to continue to offer the 50 students a varied and exciting training package.

POSTCARDS of Ships of the Royal Navy are obtainable at 60p each (minimum order £1.80) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £5.50 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10/foreign £11.50. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.



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These are the inducements offered to university undergraduates to join up in their URNU.

There are currently eight Units, (Aberdeen, Glasgow/Strathclyde, Liverpool, Manchester and Salford, Sussex, Southampton, London and Bristol), each having their own P2000 coastal training craft, manned by a permanent crew of one officer, two senior and two junior ratings, and able to accommodate up to ten trainee students.

Undergraduates join the Units with the rank of Honorary Midshipman (men) or Honorary Cadet (women) in the Royal Naval Reserve, attending weekly drill nights, and

regular weekends at sea, experiencing ship duties such as watchkeeper, navigator and ship's cook.

During the Easter and summer holidays there are deployments abroad in Europe, giving a chance for trainees to put theory into practice during the longer voyages, with exercises such as vessel towing, replenishment at sea and life-saving instruction.

The midshipmen and cadets are paid during their activities at standard Navy rates, plus a bounty paid at the end of each year. Unsurprisingly,

there is great demand for places in each Unit (maximum number in each is 50) with applicants outnumbering vacancies by up to three to one.

Unlike those undergraduates in the University Cadet-ship Entry scheme, members of the URNUs are under no obligation to join the Royal Navy, the main purpose of the Units not being to recruit, but rather to provide an insight into Naval life for students who might well go on to occupy influential positions in society in the future.

Wrong shade of blue in Riyadh

EVEN after a 200 per cent increase in naval personnel (from one RN officer to three) based with the Al Yamamah Project in Riyadh, the RN contingent still finds itself outnumbered by RAF counterparts by a ratio of approximately 15 to 1.

Captain Bligh, I presume?

E. F. Stanley's tale of tough discipline in the old HMS Iron Duke (October edition) has awakened the muse of our long-time laureate from Manadon, Bernard Campeon. He doesn't believe him...

*We're used to whoppers quite unique
Compiled by cove with tongue in cheek
But reader Stanley's priceless line
Recalling nineteen-thirty-nine
Supplies a find that qualifies
For some new kind of Nobel Prize ...
I joined up ten fraught years before
And always thought I knew the score —
But never once was I aware
Such savage punishments were there;
I must correct those Mem'ries keen
Of what comprised "Two days' sixteen" —
No penalty (whate'er the need)
Would dare exceed the bounds decreed ...*

*In all my Regulating years
I've never shed such mirthful tears
Since learning to such dire extent
What horrors "Number sixteen" meant
(In my time it was deemed quite fitting
For minor faults they're now acquitting).
From that tall tale your reader tells
He must think both our legs have bells!
We'd once suggest such far-fetched scenes
Should best be tested on Marines!
Right now I fear my doubting lips
Are shouting cheerfully "What ships?!"
And who was yours commanded by —
Was it that guy called Captain Bligh?
Still, thanks old chum — no feelings bitter!
Your legpull gave us all a titter ...*

It is therefore not difficult to understand that, faced with a new-build compound and clubhouse, many of the rooms have a light blue theme. However, there is to be a compromise in the foyer of the new clubhouse which is being dedicated to the Gulf War and to all Services involved.

Currently the planned decor has a preponderance of aeroplanes (I am reliably informed that a plane is something a carpenter uses!) and, therefore not to be outdone by this 15 to 1 ratio, I am appealing on behalf of the small RN detachment for those ships, squadrons, etc, involved in the Gulf War to donate pictures (the bigger the better as the Cr... already have a few big ones!) and/or badges for display alongside our light blue contemporaries. (I leave the one soldier on the project to fight his own corner).

For those who kindly donate, honorary membership will be afforded when next alongside in Riyadh!

Donations should be forwarded to: Lieutenant Commander Supply, UKMOD Team, PO Box 1003, Riyadh 11431, Saudi Arabia.

PS: A special appeal to HMS Jupiter as my son served on board during the Gulf crisis and never fails to let me know that he has a medal and I don't!
— M. E. Pearson, Lieut.-Cdr.



Letters



Chatham claim capped

STILL more ships are queuing up to challenge HMS Chatham's claim (September edition) to have been the first RN unit to visit Madagascar for 50 years ...

Lieut.-Cdr. D. C. Merritt of Alverstoke, Hants, definitely remembers being in Diego Suarez during HMS Londonderry's 1965-67 commission. He had his uniform cap pinched during a run ashore, borrowed a messmate's to try and track down the thief — and had that one stolen, too.

J. W. Turner of Buxton recalls playing soccer at Tananarive when HMS Actaeon called in 1949 — the same year one of HMS Nigeria's Quartermasters, E. D. Evans of Newquay, Dyfed, noted that every libertyman was provided with a voucher for two bottles of beer.

● HMS Londonderry in the Far East in 1967.

No rush for redundancy

I READ CPO J. Knapp's letter (September) with interest and was, like many, disappointed with the response. The question "How were the redundancy terms arrived at?" remained unanswered.

Concerning litigation, I understand the response put forward with regard to statutory rights under Employment Law but then I ask myself — why are the MOD being so generous? I have come to the conclusion that the answer is probably that the lump sums being offered are "poor breach of contract settlements" rather than "generous redundancy terms."

Personally — having bought

an excess MQ last year in Plymouth (an unemployment black spot), with no chance of selling/moving until the housing market improves and locked into a five years ownership clause by the MOD with the penalty of losing my discount — neither my husband or I intend rushing out for a request form. We'll follow the "never volunteer" advice — it's always worked before after all.
— LWren. Gosport.



REUNIONS SEVEN DAYS A WEEK.

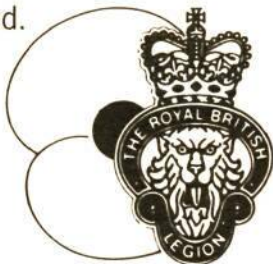
For some, the thought of leaving the forces is a daunting prospect. How will you cope leaving behind old haunts, old routines not to mention old mates? Fortunately, there's a way to keep in touch with the past and look to the future — The Royal British Legion.

With 1000 clubs nationwide you can always find somewhere to reminisce, play sport and enjoy an evening's entertainment with people from similar backgrounds to your own.

As a member you'll also qualify for discount travel, insurance and other benefits. But more importantly, while you're helping yourself, your membership will help other ex-Service people in need.

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by a recent, young double amputee

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BLESMA
BRITISH LIMBLESS
EX-SERVICE MEN'S ASSOCIATION

JACK

BY TUG

LISSEN TO THIS!
YOUR JENNY HASN'T WRITTEN
BECAUSE SHE TRIPPED OVER
A HATCH COMBING AND
SPRAINED HER WRIST!...

WHAT A LOAD
OF OL' ROPE!!
I MEAN - WHAT
KIND OF EXCUSE
IS THAT?

SOUNDS JUST
LIKE YOUR
KIND.



NN

Letters

NN

Rent shock at 'homes fit for heroes'

AS AN ex-Service disabled war veteran, I am a tenant of one of the Haig Homes which are managed by a charitable trust.

A huge fund was built up after the First World War financed by donations. The investments, with careful management and professional guidance, would have shown excellent returns for financing the building and maintenance of these 841 memorial homes built throughout the country, and yet we now face a rent increase of between 46 and 62 per cent (£12-£16 per week) in order to finance the refurbishment of these houses.

The reason, we are told, is that to obtain grants from councils and housing associations, a steep increase in rent is necessary.

It came as a complete shock to me and other tenants than an expected rent rise of possibly £4-£7 was more than doubled. The cost-of-living increases given in our pensions would have been immediately absorbed in a rent rise of £7, but to rise to £16 with no other source of income is completely out of proportion.

Insult

The houses, we are told, have been valued as private accommodation, with rents assessed compared with the current level charged in the private housing sector.

But these houses are purpose-built, with level floors and extra wide doorways for wheelchairs, and in some cases groundfloor bathrooms to suit the needs of a war disabled veteran. Why should they be classed as private housing? These houses are charity houses and should retain their identity, as they are paid for by the people of this country.

When a Haig Home became available, we were told a nominal rent was due, purely towards maintenance, and not one which eroded our standard of living, which is exactly what it is doing. In many cases, war disability meant a change of occupation, with less pay. This changed our lives and also that of our families.

To be advised by Haig Homes to claim benefit, or appeal to our respective associations for money is an insult when the original purpose of these houses is not being fulfilled.

It should not be necessary that to keep our present standard of living we have to queue at the DSS office to ask for income support. They would tell

you that, if you have a gratuity, or pension, especially war disability pension, you will get nothing. Also, the full Community Charge is payable. Whatever have we done in our life to be penalised in this manner? Is this the reward for serving one's country? Are these the homes fit for heroes?

Because these homes are nationwide, we ask why grants and loans cannot be given from central Government and not from local government. For local councils demand high returns, which reflects on war disabled ex-Servicemen who are on fixed incomes.

Haig Homes Trust Committee say their charitable income is down. Therefore central government should come to the aid of a worthy cause. — N. Culverhouse, Portsmouth.

Haig Homes reply:

"Rental increases of 46 and 62 per cent sound unmanageable but, in reality, these rents have remained unchanged for two years and now range from £32 to £40 per week. Tenants receiving Housing Benefit are of course protected but it is appreciated that those on fixed incomes with small pensions and perhaps with some savings may be drawn into the Housing Benefit poverty trap.

"However, war pensioners in Portsmouth will, as they should, remain better off than most because the first £45 per week of their income is disregarded when their Housing Benefit is calculated.

Sinking fund

"To provide some history about Haig Homes rents: Rents payable on the properties went towards regular maintenance — no provision could be made for a sinking fund for major refurbishment work. Most of our houses are 60 and 40 years old and do not meet modern standards of safety, energy conservation and amenity. If left without attention many houses would not be fit to continue to house our ex-Service families.

"We have had to look for other means of financing the refurbishment of the houses: charitable donations — seriously affected in this economic climate — and rental income is not enough. However, the need for the work to be done increases. The planned reduction

Haig tenants face 62 per cent rise

of the Services and shortages of local Authority housing for ex-Service people mean not only do we have to ensure the houses are in good condition but we would like to meet demand by increasing our stock.

"As a registered housing association we are able to apply for financial support from the Housing Corporation — a source of Government funds. We agree entirely that public funds should be made available to housing associations to enable us to offer more housing to ex-Service families — in fact the Trustees of Haig Homes have written to MPs with Haig Homes in their constituencies to enlist their support in an approach to the Government. We do not generally receive money from local government.

"We have, thankfully, received Housing Corporation financial support as part payment for the refurbishment of some 300 of our 800 houses and hope to get further public funding. However, as a condition of taking public money, the Trust is obliged to optimise its rental income by charging secure tenancy rents at least equal to those set by local Rent officers. The Housing Corporation expects assured tenancy rents to be higher than controlled rents.

"The Trust is unfortunately a victim of years of rent control and also, to some extent, of the Trustees' concern to keep tenants' rent increases down, especially during periods of high inflation. Unfortunately the Trustees are now left with no alternative but to implement Registered Fair Rents." — J. B. Holt, General Secretary.

Horton's warm heart

THE caption over the photograph of Admiral Sir Max Horton in last month's issue includes the words "Viewed by many of his contemporaries as an arrogant bully, Horton was one of the most unpopular officers in the Royal Navy."

No, sir! His biographer, Rear Admiral W S Chalmers, quotes Horton's Deputy Chief of Staff in Western Approaches as saying: "He was always most thoughtful for people in trouble, and underneath the formidable exterior was a very warm heart. He would often make some remark about a person which revealed that he had been thinking about their misfortunes, when you imagined his mind was occupied with the problems of war."

Would an "arrogant bully" have been offered command of the Home Fleet in 1940? And would anyone else but Horton have refused it unless he could have directly under his orders adequate air forces for reconnaissance, sea bombing and fighter protection to "work and train together and with the Fleet continuously?"

These requirements, as we know, were not met, with calamitous consequences for the war at sea. — Vice-Admiral Sir Ian McGeoch, Halstead, Essex.

New tricks for old dogs

REGARDING Mr. T. Williams letter (October) about naval qualifications not being compatible with DOT qualifications, I am also having trouble with the DOT. I work for a local authority as a Harbour Master and have to use VHF Maritime Communications. To keep within the law we must have a certificate of competence to operate. The course and exam will be at taxpayers' expense.

I have written to the DOT enclosing my job description etc asking for exemption, but they reply quoting the Wireless Telegraphy Act 1949.

Perhaps the resettlement people/MOD/DOT could get together and make naval and civilian qualifications compatible. Surely a Pusser's nurse or an Army dog handler do not have to re-qualify to get a job outside? — D. Brown, Ryde.

Time to put theory into practice, maybe?

WHILE on Orient '92 deployment, I like many others on board, took the opportunity to have a holiday with my fiancée during the ship's visit to Singapore.

Why, I ask though, is it that I was still paid the "single man's" LOA and yet those married who took a holiday were paid the increased married LOA, almost double the amount of a single LOA?

The wives/girlfriends sat on the same aircraft, stayed in the same hotel, probably dined at the same restaurants and flew home in the same aircraft. I cannot see how a married man's expenditure should necessarily be any greater than mine.

The annoying thing is that theoretically we have been living as man and wife for six years — so why the differential in the LOA? More so, my fiancée is a CWren and cannot claim LOA in her own right.

I cannot see any logical reason whatsoever for this difference — other than discrimination, yet again, against the single person. — WO.

Replying to the points raised, DDNSC (Pay) said that while LOA played a small part in the scheme assisting wives visiting abroad, it was not the main basis of the allowance, hence the misconception arrived at by the correspondent.

Hi-jacked

"It is a composite allowance which includes elements for LOA, accommodation and various deductions. That is further emphasised by the fact that the scheme is detailed in the Leave and Travel Regulations, while no mention of it is made in Naval Pay Regulations, where the rules for LOA are laid down.

"In fact, the term MASLOA (Married Accompanied Seagoing Overseas Allowance), which is commonly used to describe the allowance paid to assist wives to visit their husbands when deployed, has been hi-jacked from its true definition. MASLOA is the allowance paid to personnel serving in HM ships whose base port is overseas and whose families reside at that base port.

"Regarding the LOA element of the allowance, it must be remembered that LOA is divided into single/married unaccompanied rates and married accompanied rates which apply to all personnel based ashore abroad. It is obvious that a scheme designed to assist wives

will use the married rates and not the single rates of LOA in accordance with the normal qualifying conditions.

"As with many other Service allowances, they are divided into married and single rates and the logical conclusion is that the married benefits will only be realised by the married man.

"As has been stated previously, the rules have been looked at in detail and are considered fair as they stand, covering the needs of personnel on long sea drafts and there is no intention at present to change the wording of the rules."

Exodus encounters

I WAS interested to see (September issue) the item regarding the boarding of the illegal immigrant ship Exodus in 1947.

I was the boarding party Petty Officer from HMS Childers and well remember the boarding and the period prior to it. — W. J. Feltham, MBE, BEM, Compton Bishop, near Axbridge, Somerset.

CONCERNING the arrest of the Exodus off Palestine, I was serving in the destroyer Chieftain at the time.

The real name of the Exodus was the President Warfield and we tracked her for days before the boarding. To try to prevent us boarding her she turned her engine room steam pipes on us and then shot anything they could lay their hands on over the top of us. She was an old Mississippi steam boat and much higher in the water than us.

There were several destroyers involved in the boarding, also the cruiser Ajax and a frigate. The immigrants were transferred to Merchant Navy troopships and we escorted them to Limasol in Cyprus. It doesn't seem like 45 years ago! — P. Farr, Ex-AB, Pontypridd, S. Wales.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

NN Navy News

No. 460 39th year

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RNPT back on the road

THE Royal Navy Presentation Team, under the command of Capt. Geoffrey Bills, sets off again next Spring to talk to a wide cross-section of the community about Britain's maritime interests and how the Royal Navy looks after them.

Slice of the action

HMS Anglesey, the Island Class offshore patrol vessel has been rededicated at a ceremony at Rosyth Naval Base.

In keeping with naval tradition the rededication cake was cut by Mrs Andrea Chambers, wife of the ship's commanding officer Lieut.-Cdr. Bill Chambers, and the youngest member of the Anglesey's ship's company, 21-year-old AB Joe Turney.

Each evening session begins with a drinks reception, followed by a 45 minute talk with film and slides. Afterwards there is time for questions and discussions and at the end of the evening members of the audience can talk informally with the team.

Details and tickets, for which there is no fee, are available from the Royal Navy Presentation Team, Room 2120, St. Christopher House, Southwark Street, London SE1 0TD (tel. 071 921 2056/1356).

The team will be visiting:
February: 1 — Launceston; 2 — Torquay; 5 — Yeovil; 11 — Newport, Gwent; 16 — Wrexham; 18 — Ludlow; 22 — Monmouth; 24 — Bridgend; 25 — Aberystwyth; 26 — Carmarthen.
March: 3 — Lyndhurst; 22 — London, SE1 (to be confirmed); 23 — Margate; 24 — Chelmsford; 25 — Southend.



London bridges the gap



AFTER 26 years serving beneath the waters in the Submarine Flotilla, former Lieut.-Cdr. John May found himself high above the Thames, on top of a bridge tower, to capture this picture of HMS London passing beneath the new Queen Elizabeth II Bridge between Dartford and Thurrock.

John left the Navy four years ago after serving in HM submarines Alaric, Odin, Oberon, Renown, Vulcan and as DMEO 3rd Submarine Squadron, and is now a maintenance engineer for Dartford River Crossing Ltd.

Gannet wins rescue award

819 Sqn. helicopter crew, from HMS Gannet, have been awarded the Edward and Maisie Lewis Award for their part in the rescue of 48 seamen from a Russian factory ship.

The search and rescue award, given jointly to the RN and the RAF, was presented by Admiral of the Fleet Lord Lewin at Fishmongers' Hall, in London.

In December last year an RAF Sea King, of D Flight, 202 Sqn., RAF Lossiemouth, was scrambled from HMS Gannet to assist with the rescue of the men whose ship, the Kartli, had been struck by a huge wave and which was drifting without power in 40ft. high seas, in 50 knot winds.

Nine survivors were winched to safety and PO Donald Clark, a medical assistant from HMS Gannet who was on board the helicopter, received the shocked and disorientated survivors assessing one of the injured as requiring urgent medical treatment.

In response to a request for further assistance, a RN Sea

King from 819 Sqn., HMS Gannet, arrived to continue the task of winching survivors from the ship.

During the operation it became apparent that the Kartli's captain had a broken leg and could not be winched normally so CPO Roy Henshaw was lowered onto the pitching deck where he secured the injured skipper in a stretcher.

In all 48 survivors were rescued by the two crews in a long and hazardous operation conducted under demanding conditions of weather and darkness.

The RN crew involved in the rescue were Lieuts. Gurney Hickey, Stephen Pitcher and Victor Gover, CPOACMN Roy Henshaw and POACMN Christopher Bartlett.

● A Sea King, piloted by Lieut.

Joe Whitfield, from 772 Sqn., RN air station Portland, rescued crewmen from a sinking German vessel off the south west coast of Guernsey.

The Edit, a 1,000-ton vessel carrying a load of timber, was found to be taking in water and had a 50 degree list.

POACMN Andy Cooke and

PO(D) Jamie Walker managed to winch the eight-man crew to safety shortly before the vessel capsized. The rescued men were then flown on to Guernsey airport.

HMS Gannet again came to the rescue when a crewman from the Ayr Queen needed urgent medical treatment. A Sea King helicopter lifted the man from the fishing vessel off the Irish coast and flew him to hospital.

Dambusters' bomb saved



A SEA King from 772 Sqn., RN air station Portland, successfully helped salvage the last remaining prototype of the Barnes Wallis bouncing bomb from the Fleet estuary at Weymouth. The Sea King, flown by Lieut. Mark Walker, lifted the half-ton bomb from the water in a sling, and POACMN Andy Cooke supervised the lift from the air while Royal Marines from the Mobile Air Operations Unit, based at RN air station Yeovilton, kept a close eye on the operation from the ground.

Once the bomb, probably filled with concrete, wood and cork, has been cleaned it will go on display at Portland museum to mark the 50th anniversary of the first drop in December 1942.

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NN/11/92



DISCOVERY

Smoke gets in your DCIs

Shop front faces

VOLUNTEERS are required from among young sailors, Wrens or Royal Marines to serve with the Naval Careers Service for periods of up to three months. They may come from HM ships in home waters or refitting in UK ports, Service establishments and RM units.

Ideally they should be Leading, Able or Ordinary Rates of any branch or category, or Royal Marines of any SQ. In addition and exceptionally, specially-recommended senior rates RN and WRNS and SMCs RM under the age of 30 may be considered.

The Director of Naval Recruiting is well aware that it is becoming increasingly difficult to spare ratings, particularly senior ratings, for the full three months, says an announcement and shorter periods of attachment are possible.

Volunteers will be required to attend schools, exhibitions and shows but their main task will be front-desk reception duties in "high street" offices where they will be responsible for talking to young people interested in a career in the Naval Service. Those selected are to be of good personal quality and able to give a favourable impression of the Service.

Where possible, personnel will serve at RN and RM Careers Information Offices close to their home.

DCI(RN) 250/92

Funds to be had for 50p

CURRENT subscription to the Royal Navy's Voluntary Sports Subscription Scheme, which was introduced in 1980 to bolster funds for sport within the Service, is 50p a month, deducted at source.

The capital raised is used for a series of purposes and the VSS makes a major contribution to sport in the Service. At present about 55 per cent of those eligible do not contribute to the scheme and an announcement requests commanding officers to continue efforts to encourage more personnel to join.

Income for the year ended March 31, 1992 was more than £150,000 and details are given of the wide range of grants made.

DCI(RN) 249/92

Smoke gets in your DCIs

WITH MOD's aim to create a non-smoking working environment, in so far as this reflects the wishes of staff, an announcement details procedures for establishing and extending non-smoking areas.

It also gives guidance on ways in which managers should arrange for introduction of no-smoking policies that safeguard the health of all staff in their areas.

Government policy is that departments should create a non-smoking environment with facilities provided for those who wish to smoke, rather than vice-versa; discourage non-smokers from getting into the habit of smoking and persuade smokers to give up, or cut down.

Listed are communal areas where smoking is to be prohibited and places where it is to be discouraged.

Non-smoking areas are to be established in accordance with the wishes of the staff but the precise way in which it is done may vary from building to building, depending on type of workplace, availability of spare accommodation, relationship between line management areas and accommodation areas and views expressed in staff surveys.

No-smoking areas are to be set up through consultation and before any area is created management should seek the views of staff by a properly-organised survey.

DCI(Gen) 249/92

Loan car warning

FOR publicity or other reasons, manufacturers sometimes offer the loan of demonstrator vehicles to Service units or to individual Service or MOD civilian personnel.

As acceptance of such offers could compromise the department's position of impartiality, no loan offers are to be accepted without prior approval from the Directorate Logistic Vehicles.

The announcement goes on to explain the procedure for control of the loan of demon-

strator and evaluation loan logistic vehicles to MOD units or individuals. It also explains that all existing loans of manufacturers' vehicles are to be reported to DLV for review of acceptability.

DLV approval relates only to procurement implications. All other aspects of propriety and conformity with departmental regulations remain the responsibility of commanding officers and individuals.

DCI(Gen) 223/92

Wroughton shut down

ROYAL Naval aircraft yard Wroughton, Swindon, closed in September, its task being transferred within the Naval Aircraft Repair Organisation Defence Support Agency.

DCI(Gen) 217/92

Something more than 'man management'

AMONG the aims of the Institute of Personnel Management is providing an association of professional standing for members through which the widest possible exchange of views can take place.

It also aims to develop a continuously evolving professional body of knowledge to assist its members to do their jobs more effectively in response to changing demands and conditions and to develop and maintain professional standards of competence.

The institute also aims to present a national viewpoint on personnel management and to establish and develop links with other bodies, both national and international, concerned with personnel.

With many elements of the Royal Navy, WRNS and Royal Marines fully involved in the practice of personnel management, the Navy has negotiated a management entry scheme with the institute.

It is stressed that while management entry criteria for RN, WRNS and RM officers is not

Get Wise on DCIs

POWER package

AS a result of an EC directive, regulations known as PUWER — the Provision and Use of Work Equipment Regulations — come into force from January 1.

Designed to establish minimum health and safety requirements on the provision and use of equipment at work, a main purpose is to ensure that all work equipment is safe, irrespective of its age or place of origin.

The regulations are also aimed to ensure that when work equipment is provided or

supplied, it is safe and used safely.

The draft PUWER contain broad objectives rather than detailed prescriptive requirements and are intended to simplify and clarify existing acts and regulations.

The announcement outlines the scope of the new legislation, including a series of specific requirements and says that the regulations will apply to all work areas in MOD except normal shipboard activities and activities on any aircraft or hovercraft moving under its own power.

HM and visiting forces can be exempted, by written certificate, from any of the requirements in the interests of national security, but it is MoD policy that the spirit of the regulations will continue to apply, even to exempted and exempted activities.

DCI(Gen) 247/92

School for Scots

ELIGIBLE for admission to Queen Victoria School, Dunblane, are the sons — aged between nine-and-a-half and 12 at date of admission — of serving or former Scottish servicemen or women.

Closing date to apply for admission to this boarding school

next September is December 31, 1992 and full details are provided.

DCI(JS) 90/92

Clock your Docs

FROM January 1 1993, after each annual assessment of naval character and efficiency all ratings are to have the opportunity of seeing their Service Certificate.

At the time of this inspection the rating is to complete and sign a Service documents check.

DCI(RN) 200/92

Ski dates for '93

THE Royal Navy ski championships 1993 will be held at Orcieres-Merlette, Southern French Alps, from Jan 10-22 1993 under the auspices of the Royal Navy Winter Sports Association. The announcement provides full details, including programme of events, registration and travel.

DCI(RN) announcement dated Sept. 18.

BOOK BARGAINS

Just a few of the (new) bargain Royal Naval books in our Pre-Christmas Sale

COMBAT FLEETS 1990/91	Was £72.00	Now £45.00
THE WAR AT SEA: ROYAL & DOMINION NAVY ACTIONS IN WW2	Was £21.95	Now £10.95
MODERN COMBAT SHIPS: TYPE 22 (Marriott)	Was £10.95	Now £6.95
BRITISH BATTLESHIPS 1860-1950 (Oscar Parkes)	Was £75.00	Now £39.95
TYPE VII U BOATS (Stern)	Was £20.45	Now £9.95
SUBMARINE TORBAY (Chapman)	Was £12.95	Now £6.50
BATTLESHIPS & BATTLECRUISERS OF THE RN SINCE 1861	Was £12.95	Now £7.95
SWORDFISH AT WAR (Harrison)	Was £15.95	Now £8.95
BATTLESHIP AT WAR (Coward)	Was £16.95	Now £8.95
NO SURRENDER — The loss of HMS Exeter (Johns/Kelly)	Was £14.95	Now £7.50
THE ROYAL NAVY & THE FALKLANDS WAR (Brown) P/B	Was £10.95	Now £5.95
EXPERIENCES OF WAR: THE BRITISH SAILOR (Poolman)	Was £14.95	Now £7.50
BLESS OUR SHIP — MOUNT-BATTEN & THE KELLY (Hough)	Was £18.45	Now £8.95
JANES FIGHTING SHIPS 1988/89	Was £87.00	Now £35.00
SUBMARINE VERSUS U BOAT (JONES)	Was £13.95	Now £9.00
WINGS AT SEA — AN OBSERVER'S WAR (WOODS)	Was £11.95	Now £5.95
ATLANTIC CAMPAIGN (VAN DER VAT)	Was £19.95	Now £9.95
U BOATS (TIME LIFE SEAFARERS SERIES)	Was £16.95	Now £8.50

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CHANGING OF THE GUARD

THE new unified departmental non-industrial MOD Guard Service in Great Britain was formed from October 1.

The service has been formed from new entrants, together with people from a number of groups and classes already employed by MOD on guarding and security duties.

Objectives of the new Guard Service are to rationalise existing guarding arrangements, improve standards, relieve Service personnel and undertake security duties which do not require MOD Police officers.

The service is to have a common uniform, common professional standards, common pay and conditions of service, a common grading structure and centralised training. Some members of the Guard Service will be trained and deployed as dog handlers.

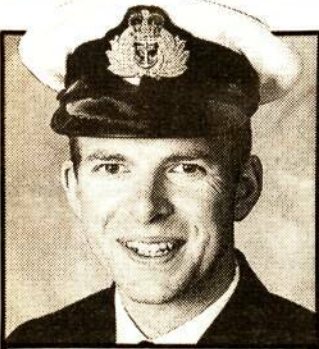
The Guard Service comes under the professional management of the Chief Constable MOD Police, while command and control of personnel at unit or establishment level is with the commanding officer/head of establishment.

The announcement provides details on organisation, grade structure, medical requirements, uniforms, recruitment and retirement ages.

DCI(Gen) 248/92



"Not that common"



Medic's medal

A NAVAL medic, who has just taken up an appointment attached to a general practice in Helensburgh, has received formal recognition of his Mention in Despatches for his work carried out during Operation Haven last year.

Surgeon Lieut. Peter Davis received a certificate signed by the then Defence Secretary Tom King, together with oak leaf medal decorations, from Commodore John Trewby, the Naval Base Commander Clyde, at a ceremony at Faslane.

In honouring him Commodore Trewby said: "Surgeon Lieut. Davis put himself at considerable personal risk during Operation Haven, treating a wide variety of ailments, often under appalling conditions. He cured many refugees, saved a number of lives and introduced standards of medical care of the highest order. His actions were in the very highest traditions of the Naval Medical Service."

FOCUS ON THE FUTURE

AT a presentation in the Map Room at HMS Dryad Lieut.-Cdr. Mike Percharde was awarded the Captain's Warfare Prize, a pair of Zeiss binoculars presented by Ferranti International to the PWO student who merits particular recognition for his achievements on PWO course.

Lieut.-Cdr. Percharde is currently serving as POW(A) in HMS Exeter which is due to sail for the west coast of the USA for exercises with the US Navy, and visits to Norfolk, Virginia, and Mayport, Florida.

Like father, like son

WITH more than 90 years naval service under their belts, the fathers of three trainee Air Engineering Mechanics at HMS Daedalus must surely be tempted to offer their sons some words of advice...

But to be fair, things have probably changed a good deal since Lieut. Tim Holt, Lieut. John Gamble and CPO Douglas Carrington embarked on their own studies in the field of air engineering all those years ago!

Rugby player

Tim (pictured back row left) joined the Royal Navy in 1954 and has served in HM ships Eagle, Albion, Bulwark, Hermes and Invincible. His son, Andrew, pictured in front of him, joined the Service last September and like dad has a passion for rugby.

John (back row right), who joined the RN in 1963, has also served in the Eagle, Albion and Bulwark, as well as the RFAs Fort Austin and Tidespring. His lad, Mark (front right), only joined the Senior Service in March, but is already looking forward to seeing for himself some of the many countries his father's talked about.

Douglas has been in the Royal Navy since 1968 and has also served in the Eagle, Albion and Bulwark. He and son Andrew, who joined up in February, have been serving together longer than a few months though. Douglas plays a big part in running the Daedalus Volunteer Cadet Corps, of which Andrew was formerly a member.

Picture: CPO(Phot) Stuart Antrobus.

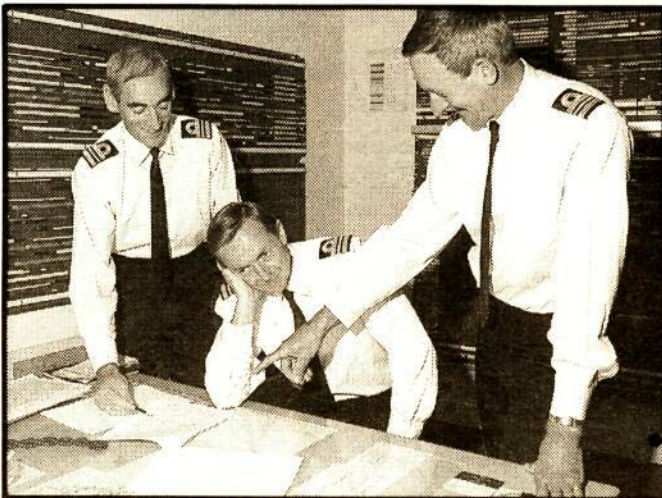


Fishy business for Orkney captains

THE appointment of Lieut.-Cdr. David Wilson (right) as Fishery Protection Officer has brought together three commanding officers of the fishery protection vessel HMS Orkney.

Before taking up his current position Lieut.-Cdr. Wilson commanded HMS Orkney

from July 1991 to May of this year. As Fishery Protection Officer he takes over from



Lieut.-Cdr. Eamon Fitzgerald (left) who now moves on to become Assistant Sea Cadet Officer for Scotland. Lieut.-Cdr. Fitzgerald was commanding officer of HMS Orkney from November 1985 to March 1988.

In the meantime, Lieut.-Cdr. Brian Gerrish (seated), the current commanding officer of HMS Orkney, makes up his own mind about this fishy business while his two experienced colleagues try to confuse him with good advice!

OLD shipmates CPOs Alf Nicoll and Bill Saunders have been reunited in HMS Glasgow, the Rosyth-based Type 42 destroyer, for their last seagoing appointments before retiring from the Navy next summer.

The two first met in 1971 in their first ship HMS Forth, which was then based in Singapore as a submarine support vessel attached to the Far East Squadron.

They both enjoyed successful careers and during the years have visited such far off places as Cape Town, Florida, Jamaica, Mauritius, Sri Lanka, Karachi, New York and the Bahamas as well as many ports in Europe.

Although the two had not seen each other during the intervening 20 years, both have settled in Fife, Alf in Glenrothes and Bill in Dunfermline.

HMS Glasgow is currently in dry dock in Rosyth after having completed a tour of duty in the Mediterranean during which she was involved in supporting British interests in the Adriatic Sea, off the coast of Yugoslavia.

She will sail again later this month with 25 Wrens who are now a permanent part of the ship's company.

Tatt's trophy!

COMPLETING his third, and most successful, season as pilot of the Navy's entry in the 1992 King's Cup air race series, CPO Colin Tattersall, of RN air station Yeovilton, won the Grosvenor Challenge trophy, at Shobden, Herefordshire, the first time the Navy has won the trophy in 57 years.

CPO Tattersall began as the team's crewman in 1988 and in the three competitions since then he has acted as pilot and has flown alone.

His first season got off to a cracking start when he won £500 in his first race, the 1989 Gower Cup, and was awarded the Outram Trophy for newcomers.

The following year he took the Mitel Sword and to date has won £1,700 in prize money, all of which went straight into a naval amenities fund.

As an 846 Sqn. crewman CPO Tattersall was Mentioned in Despatches in the Falklands War and in Beirut and now works in the FRADU operations room at Yeovilton.

He holds a civil pilots licence and plans a career in commercial aviation when he leaves the Service in two years' time.



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People in the News



FAREWELL PARTIES

A CHARACTER well-known throughout the Fleet Air Arm has retired after 40 years in the Royal Navy.

WO David Reynolds was ceremonially wheeled to the FAA Museum to become their latest, liveliest and most temporary exhibit, by fellow warrant officers and under the watchful eye of Flag Officer Naval Aviation Rear Admiral Colin Cooke-Priest.

A Cornishman through and through, David has worked on most of the Navy's helicopters over the last 30 years, at sea and on shore and retires from the job of Quality Assurance WO on the staff of FONA at RN air station Yeovilton.

Also retiring after clocking up 38 years service is Rear Admiral Patrick Middleton who was given a magnificent send-off by personnel from Fleet Headquarters, in Northwood.



David counts them all out

LONG service and good conduct? That's a whole armful for Lieut.-Cdr. David Gaymer-Derham who hung up his cap after a career spanning five decades.

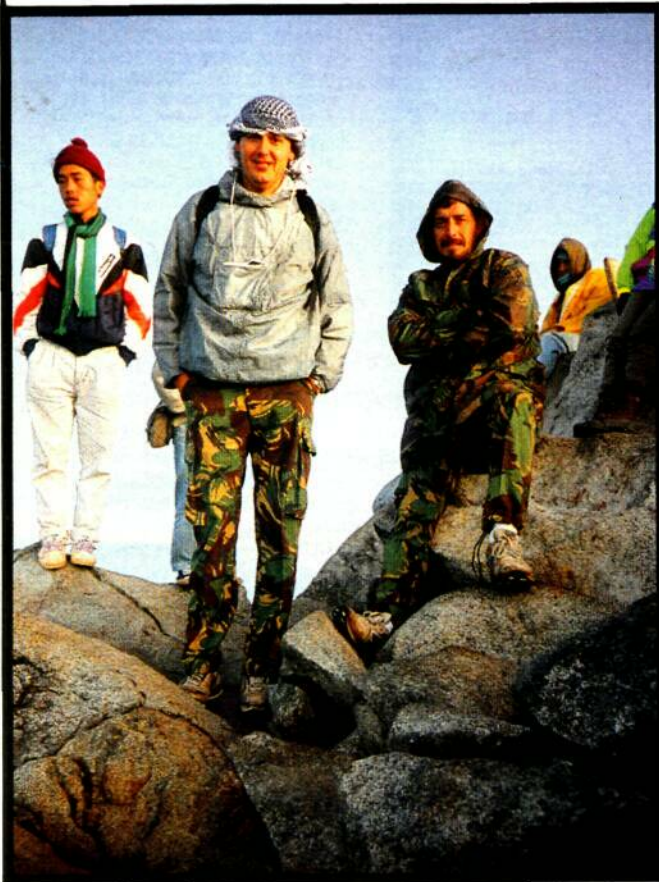
Taking his badge count on board the First World War monitor HMS Minerva in Portsmouth naval base, were LWRENWTR Julie Ferguson and WTR Calum McKechnie, both on the staff of Flag Officer Surface Flotilla from which Lieut.-Cdr. Gaymer-Derham retired 40 years and two weeks after joining the Navy as a 15-year-old in 1952.

"I've had a great life in the Navy and it will be a big change to leave it," he said. "Although I didn't manage to pick up one campaign medal, I've survived three H-bombs, two collisions at sea and a major fire."

"As a rating I was around for Britain's H-bomb tests in the Pacific in the 1950s. The fire and one of the collisions involved the destroyer HMS Battleaxe (predecessor of today's frigate) and the other accident involved the old frigate HMS Yarmouth."

The names of the ships and establishments in which David has served sounds like the index of a book on naval history — HM ships Ganges, Implacable, Albion, Tenacious, Adamant, Narvik, Reclaim, Chichester, Glamorgan, Belfast and Hydra. In fact, he has out-survived, in the Navy, most of the ships in which he served, the only exceptions being HM ships Intrepid and Fearless.

Top of the world, Ma!



NO, not waiting for a bus, but enjoying the view at 13,455ft. Lieut.-Cdr. Nick Turner (centre) and CCMEA Des O'Connor (right) are pictured on the summit of South East Asia's highest peak, Mt. Kinabalu, Sabah, Borneo.

They made the climb while on leave from Brunei, where they are among a small contingent of Royal Navy personnel on loan to the Royal Brunei Navy.

Megaw Prize

LIEUT. Iain Cull, Aide-de-Camp to the Governor and Commander-in-Chief Gibraltar, has received the Ronald Megaw Memorial Prize from Admiral Sir Derek Reffell.

The certificate and prize of £150 goes to the General List Seaman Officer (NCE) who achieved the highest aggregate in examinations held at BRNC, the Fleet Board and an OOW course at HMS Dryad.

The award was founded in 1906 in memory of Mid. Ronald Megaw who was killed accidentally on November 11, 1904 while at General Quarters on board HMS Montagu.

UP IN AIR ARMS



ON a visit to HMS Andromeda's affiliated city of Doncaster and the associated port of Hull, the ship had the distinction of having eight aviators appointed in complement billets.

From the commanding officer, Cdr. Chris Peach, to the recently-joined flight observer, Lieut. Mike Giles, the eight members of the wardroom, all sub-specialist aircrew, represented

over 13,000 hours flying experience on RN aircraft ranging from the Wasp and Wessex 5 through to the current Lynx and Sea King Mk 6.

● Pictured, front to back, are Cdr. Chris Peach, Lieut.-Cdr. Peter Spens-Black, Lieut.-Cdr. Russ Tuppen, Lieut.-Cdr. Phil Shaw, Lieut. Rory McNeile, Lieut. Joe Harper, Lieut. Mike Giles and Lieut. Tim Stockings.

An award to crow about

THE very first presentation of the Electronic Warfare Educational Award, given by the NATO-wide Electronic Defence Association of Old Crows has been awarded to S(EW) Paul Kendrick, of HMS Dryad.

The award is given to the student demonstrating the most commitment and dedication during his or her Seaman (Electronic Warfare) Qualifying Course, qualities personified by the first recipient — Paul's cheerful and positive attitude and industrious manner have marked him out as a man to watch in the future.

Paul, who did much of his schooling in Canada, where his parents still live, joined the Navy in 1991 and has now joined his first ship, the Type 22 frigate HMS Boxer.



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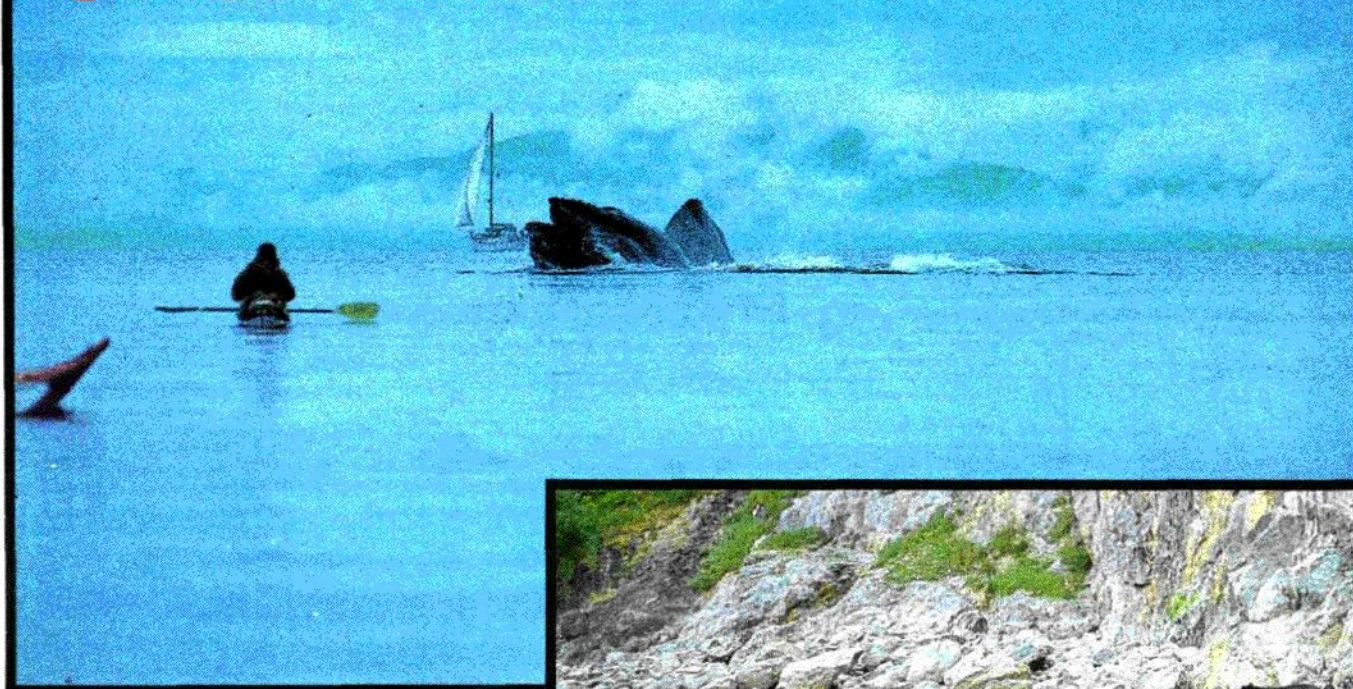
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Having a whale of a time



Above: A huge humpback whale breaks the surface just ahead of the kayak as they paddle between the islands off the Alaskan coast. "Both killer whales and humpbacks seemed to delight in trying to tip us over," said Lieut. Paul Hart.

Right: Black and grizzly bears proved a real threat to the expedition, sometimes searching through the camp while team members slept. As Lieut. Hart approaches, a black bear warns him off from landing on this particular beach!



TWO TALES OF Alaska adventure

LAST year Lieut. Paul Hart, then based at HMS Raleigh, joined an Army-organised expedition aiming to paddle kayaks in the hostile waters off Alaska, taking a 300-mile passage along the outside edge of the off-shore islands from Wrangell Island to Juneau.

It proved to be an amazing adventure, taking their 21 ft. craft through seas of 30 ft. and more, with close encounters with whales at sea and hungry bears ashore when they put in to camp overnight.

Because of the weather and high-running seas the team managed to complete only half of their intended journey, finishing at Silka, where they were guests of US Coastguard personnel, who had been stunned to see these canoes paddling in on the 30 ft. swell.

Not to be beaten however, Paul and his companions returned to Alaska this year with US Coastguard Walter Wilson accompanying them. Weather conditions this time were far more favourable and they were able to reach

their destination of Juneau.

But while the weather was less threatening, the wildlife certainly wasn't, both at sea and ashore.

Grizzly

Bears, both black and grizzly, became a real threat, investigating the camp sites and keeping the campers awake at night with the thought that they might be the next meal.

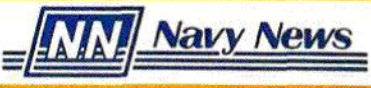

Paul Hart recounts, "On one occasion a large male grizzly searched through the camp, but we were all so exhausted that night that the group slept through, unknowing. We obviously smelt too bad after four weeks without washing to interest the bear!"

"Jaws"



Even if washing was overlooked, while paddling their canoes they had more than one close shave.

"Both killer whales and humpbacks seemed to delight in trying to tip us over. Like scenes from "Jaws", we would suddenly feel a huge lift on a wave as large grey-black bodies arose from the waters around us," added Lieut. Hart.

Now safely back in the relative calm of HMS Collingwood, Fareham, Lieut. Hart's sense of adventure is already stirring again, with plans to set about conquering Mount Everest on an expedition to the Himalayas next year.

CALENDAR 1993

Calendar 93

This year's calendar features a selection of favourite Navy News pictures depicting a range of current classes of Royal Navy ships.

With them are illustrations of famous buildings or landmarks in the city or area with which the ships are linked by name, adoption or close association.

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ADVENTURE IN THE FROZEN NORTH

TERROR TRAIL

One man in the footsteps of Franklin



Sir John Franklin
1786-1847

Born at Spilsby, Lincs., John Franklin saw action at Copenhagen and Trafalgar but won fame as a result of several voyages to the Arctic, surveying many thousands of miles of the North American coastline in conditions of great hardship. Knighted in 1829, he was Governor of Tasmania from 1886-43. After he disappeared on his final voyage in search of the North West Passage in 1845-47, no less than 39 expeditions were sent out to find his lost ships, *Erebus* and *Terror* — but it was not until 1859 that Captain McClintock in the steam yacht *Fox* found a cairn with information that they had become stuck in the ice near King William Island. After 18 months they had been abandoned. The men tried to march to safety but none survived.



People have been hunting for the Arctic grave of Sir John Franklin for nearly 150 years — and now Lieut. Ernie Coleman thinks he might have found it.

But his solo search in the frozen wastes of northern Canada nearly brought him to the same sorry end as the great explorer and his companions.

The Careers Information Officer for Lincolnshire — Franklin's home county — this year spent 26 days on the north west corner of King William Island, the last place where HMS *Terror* and HMS *Erebus* were seen during the tragic expedition of 1845-47.

He was out of radio contact and carried rations for only 12 days, intending to stretch them out to 14 or 16. But when on the 16th day an aircraft turned up to collect him it was unable to land.

On the 20th day the last of his food ran out. All he had left were 15 packets of chocolate mix and one and a half packets of Fisherman's Friends — and six days later, when an ancient Beaver floatplane managed to come down on a shallow melt-water lake, he was down to his last half-inch of heating fuel.

Starved body

"I lost 20lb — which was no bad thing," Lieut. Coleman, now recovered from his ordeal, grins cheerfully — but he admitted his thoughts often returned to the pictures of the starved body of one of Franklin's men that was found, well preserved in the permafrost, a few years ago...

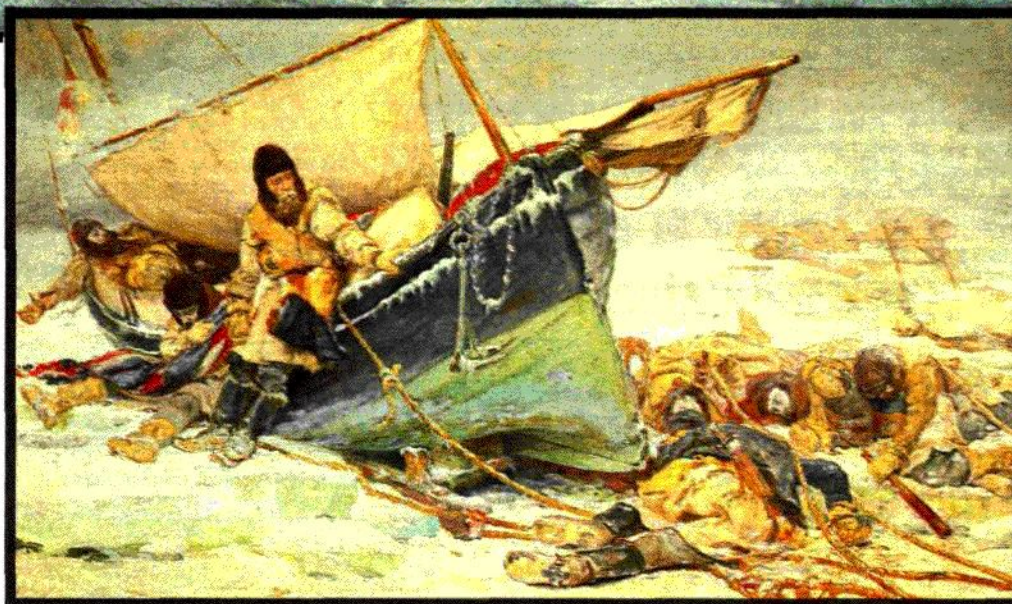
The fate of Franklin and the 128 men who sailed with him to find the fabled North West Passage through the Arctic to the Pacific is one of the great mysteries of the sea.

For 15 years after — long after any hope of finding anyone alive was gone — the Admiralty sent out expeditions to search for them, while several individuals sailed independently in pursuit of their own, often whimsical theories. Lady Franklin organised her own parties when everyone else had given up.

The only solid evidence to be found was a note signed by Captain Crozier — Franklin's second in command — declaring that Sir John had died on 11 June 1847, that both ships had been abandoned and that 105 survivors were to attempt to reach help by walking south.

A few skeletons were discovered, far apart, and there were stories from Eskimos — always at second hand — of meetings with large parties of strange men. Some of the Eskimos had forks, spoons, telescopes that could only have come from *Erebus* and *Terror*.

In 1851 a brig off Newfoundland sighted two ships perched high up on a drifting iceberg, but was unable to come close



enough to identify them.

As a result of one of the expeditions across what is known to this day as the Franklin District, between the Northwest Territories and the Queen Elizabeth Islands, Captain Robert McClure eventually did complete the Passage, travelling from the Pacific to the Atlantic — though he too was on the point of abandoning his ship in the ice when he was found by a sledge party coming in the opposite direction. He was awarded a prize of £10,000.

Lieut. Coleman — one of his ships before he joined the Careers Service in 1983 was HMS *Eskimo* — is married with two sons, both of whom have followed their father into the Navy. He first visited the Arctic in 1961 while serving as a JEM1 in HMS *Ark Royal* — but it was not until two years ago, when he made a preliminary visit to King William Island with Lieut. Jim Crack, that he was able to follow up his obsession with the Franklin story. Shortly after, he was made a Fellow of the Royal Geographical Society.

On his return — this time quite alone — he found the appalling weather conditions often prevented him from leaving his base camp at Cape Marie Louise.

Ancient map

When the gales and snow abated he was able to follow an ancient map which purported to show Franklin's burial place — "unnervingly helped by a pattern of rocks in the shape of an arrowhead that may have been placed there by Franklin's men".

He found a probable site of the expedition's summer camp of 1847 and a previously unidentified drift calculator at Cape Felix on the northern tip of the island.

But his most exciting discovery was of two large mounds similar to ancient burial barrows.

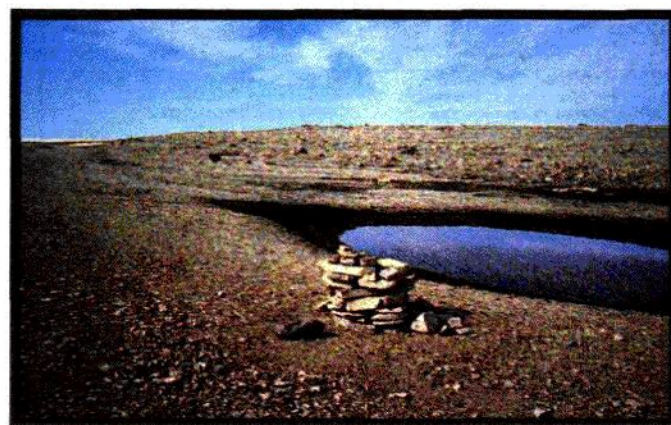
"I thought at first they were a bit unusual, but nevertheless

natural features until I had a closer look — and then I found signs that they were man-made.

"There even appeared to have been later additions to the contents of the mounds — maybe even the expedition's records.

"But while my finds have caused great interest throughout Canada there is no possibility of proving or disproving any theories as to their origins as the weather will prevent any further visits to the area this year."

Sometime in 1993 the Canadian authorities plan to open the barrows, though — and then the 150-year-old mystery may be solved. Lieut. Coleman himself is almost convinced: "I've got to be positive and say I think Franklin may be there," he says.



● Above: self-portrait — Lieut. Ernie Coleman surveys the ice-covered Victoria Strait west of King William Island near where Franklin may have met his end.

● Far left: crossing a lake in the North West Territories.

● Left: the death of a great Victorian explorer, as imagined by Thomas Smith.

● Below: the cairn marking the last resting place of Lieut. Irving, one of Franklin's party whose grave was discovered by an American expedition in 1879.



Fun day out in Cornwall

KELLY Stephens gets a little support from Mum, Linda and Dad Ken, a Leading Cook (Caterer) in HMS Brazen, as she rides the dragon at the China Fleet Country Club's Dragon Park during the ship's barbecue and sports day.

The families' day was laid on after a busy period for HMS Brazen which included two months of Flag Officer Sea Training and Inspections and acting as guardship for the Tall Ships' Race.

The club, in Saltash, proved the ideal place to relax, with events ranging from five-a-side football and volleyball to doughnut-eating contests and egg and spoon races.

A portfolio of 59 self-catering timeshare weeks in prime season (July to September) in the China Fleet Country Club, in the UK, is now available to serving ratings of the RN, RM, WRNS, and QARNNS.

The cost of one week of timeshare at any location is £240 — these timeshares have been transferred from the China Fleet Club, Hong Kong.

All applications for a description of the various locations and the dates they are available, with a booking form, should be forwarded to The China Fleet Club UK Charitable Trust, Timeshare Holidays, Saltash, Cornwall PL12 6LJ.

Successful applicants will be decided by means of a draw which will take place at the end of February. Only successful applicants will be informed, usually within one week of the draw.

The China Fleet Country Club has also introduced a new range of special breaks for those who want their activities and meals to be inclusive.

Leisure breaks offer unlimited use of the more popular facilities such as the leisure pool and fitness suite, plus breakfast and a three course dinner. Accommodation is in a suite — lounge, bathroom and bedroom — and colour TV, video, central heating and direct dial tele-

phone are provided. The usual day of arrival is Tuesday with departure on Friday, but these can be varied.

The 18-hole golf course is also available for short breaks tailored to the ability of the player. Residential and one-day courses with golf clinic are offered during the week. The club's professionals are in attendance and the longer breaks

include competitions with prizes.

Pamper breaks are for both men and women and from the moment of arrival until departure everything is provided, from flowers and chocolates to fitness screening, light exercise, beauty therapy and good food.

For details of the breaks telephone the Marketing Officer on 0752 848668.



Duke's flying visit

THE Duke of York dropped in by helicopter to the Royal Hospital School, Holbrook, to open the new Jellicoe Design Centre which has recently been completed at a cost of around £1.3 million.

The centre more than doubles the size of the Technology Faculty and brings together, under one roof, all CDT, Design, Art and Elec-

tronics facilities. It also boasts a large atrium area for displays and other purposes.

During his two-and-a-half hour visit the Duke took the

salute at a formal school divisions and inspected the school guard which included the first-ever girl guard member Gemma Evangelista.

He also visited a number of departments and a boys' boarding house before piloting himself back to London.

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HURRY — ENTER THE COMPETITION NOW — CLOSING DATE: 30 NOV
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Unscramble the following to make a well known phrase:

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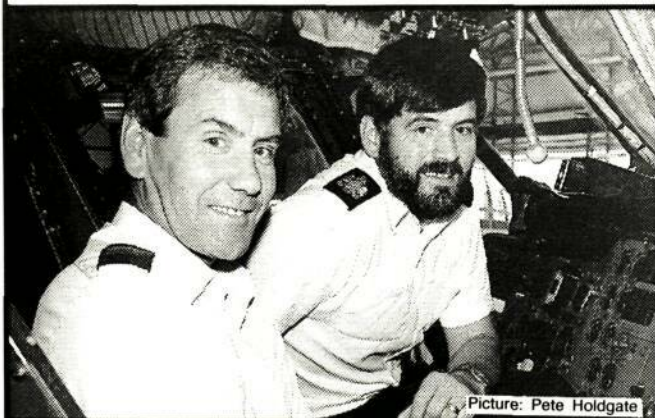
Name (Mr/Mrs)

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Your family portrait was last taken 19..... / NEVER
(All winners will be notified within 14 days from the closing date)

BROTHERS IN ARMS



Picture: Pete Holdgate

WHEN Tony Marshall (left) joined the staff of Flag Officer Naval Aviation, at Yeovilton, he found himself serving with his brother Roger (right) at the same place, at the same time, for the first time.

The brothers, both Warrant Officers, have 25 years apiece in the Navy and have served all over the world — Tony as a communicator and Roger as an aircraft artificer.

Their father Stan, a retired policeman from Exeter, was also in the Navy and served in HMS Exeter at the Battle of the River Plate.

Temeraire's water babies



PICTURED making a splash at HMS Temeraire are members of the Sprogs, Tadpoles and Frogs swimming club who were presented with their Aquapack swimming certificates as a reward for several months' hard work.

On hand to add that extra bit of encouragement was world backstroke champion and British team captain Grant Robins (back centre) who also works out in the pool at Temeraire when training with Portsmouth and Northsea.

The Saturday morning club, run by CPO(M) Eddie Seaborne

(back right) and LPT Alex Rose (left), has proved a great hit with the water babies whose ages range from six to 12.

"As well as gaining confidence in the pool, learning all aspects of water safety and gradually increasing the youngsters' swimming distances there's also time for some fun," said CPO Seaborne. "And who knows, in a few years time, we might even produce a future world champion like Grant."

Also pictured at the presentation are POPT Dave Pepper (right) and LPT Mal Chumbley (left).

Invincible revives war record

AIRGROUP officers of HMS Invincible during the Falklands War — where the ship established a world record for continuous carrier operations at sea — met to celebrate the 10th anniversary of their return from the South Atlantic.

Guests included the Invincible's then Commanding Officer, Admiral Sir Jeremy Black, and Lieut.-Cdr the Duke of York.

Meanwhile letters received at the HMS Hydra reunion to mark the events of 1982 included one from ex-Welsh Guardsman Simon Weston, who asked to be remembered to "the lads of Hydra who nursed me 24 hours a day."

An inaugural meeting of the H Boat Association will be held on 3 July 1993. Tel. 0705 823924 for details.

Cancer fund concert

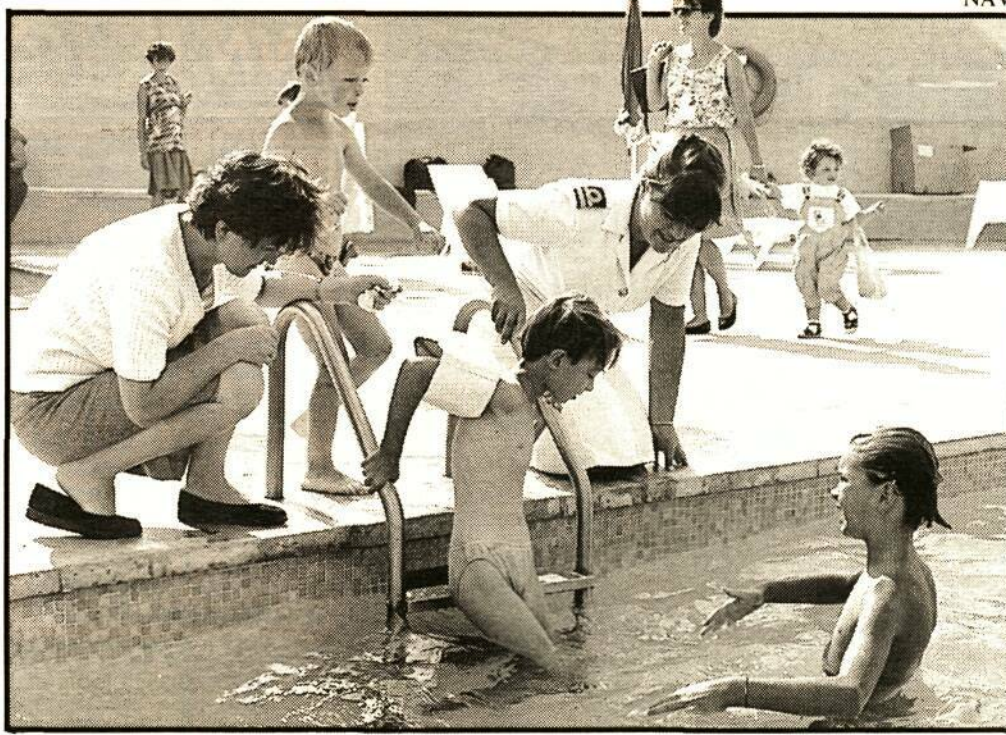
Next year's Mountbatten Festival of Music will feature the Massed Bands of the Royal Marines in concert at the Royal Albert Hall on February 17-19 at 7.30pm.

Proceeds will go to the Malcolm Sargent Cancer Fund for Children and a number of Service charities. For ticket application forms send s.a.e. to the Royal Marines Concert Office, Room 112 Archway Block South, MOD Old Admiralty Building, Spring Gardens, London SW1A 2BE

Help for homeless

The plight of homeless ex-Service people is highlighted in the autumn issue of SSAFA News.

More than 300 have already been given advice and support by SSAFA's new London Homeless Division based in the East End.



In and out of Bosnia



● Lieut.-Cdr. Malcolm Brown

Lieut. Nicky Richards, Sports Officer at the NATO Commander-in-Chief Iberian Atlantic Area's headquarters at Oeiras, Portugal, is seen above entertaining a group of Bosnian refugees.

The party of 49, most of them Muslims, had arrived in Lisbon on a humanitarian flight arranged through a Portuguese magazine and were invited to use the NATO compound's leisure facilities.

Talks on board HMS Avenger have meanwhile cleared the way for UN peacekeeping troops — including a British battle group of 2,400 — to arrive in Bosnia and Croatia by the middle of this month.

They are being supplied by the RFA Sir Bedivere and RFA Resource, escorted by HMS Gloucester, which are expected to remain in the Adriatic during the winter months.

Naval liaison officer to Brigadier Andrew Cummings, the Commander British Forces in Yugoslavia, is Lieut.-Cdr Malcolm Brown, of the Flag Officer Surface Flotilla's staff at Portsmouth.

BZ from the top

First Sea Lord's Commendations have been awarded to:

● Cdr David Hobbs, Chairman of the Naval Funeral Committee, for organising the funeral and memorial service for Admiral of the Fleet Lord Fieldhouse.

● CPO Peter Healey and NA Michael Edwards for their courage while attending an RNLI open day in attempting to rescue the driver of a car which had plunged into 20 ft of water.

Knocked for six

Lady Fieldhouse swung the traditional bottle of bubbly five times when launching Gosport and Fareham Inshore Rescue Service's new lifeboat — to no avail.

She then left the rostrum to attack the glass-fibre hulled David Brading from close quarters and her eventual success won a huge cheer from guests that included Surg. Rear Admiral Frank Golden and the Captain HMS Dolphin, Capt. Tony Smith.

Lady Fieldhouse took over patronage of the GAFIRS from her husband, Admiral of the Fleet Lord Fieldhouse, after his death early this year.



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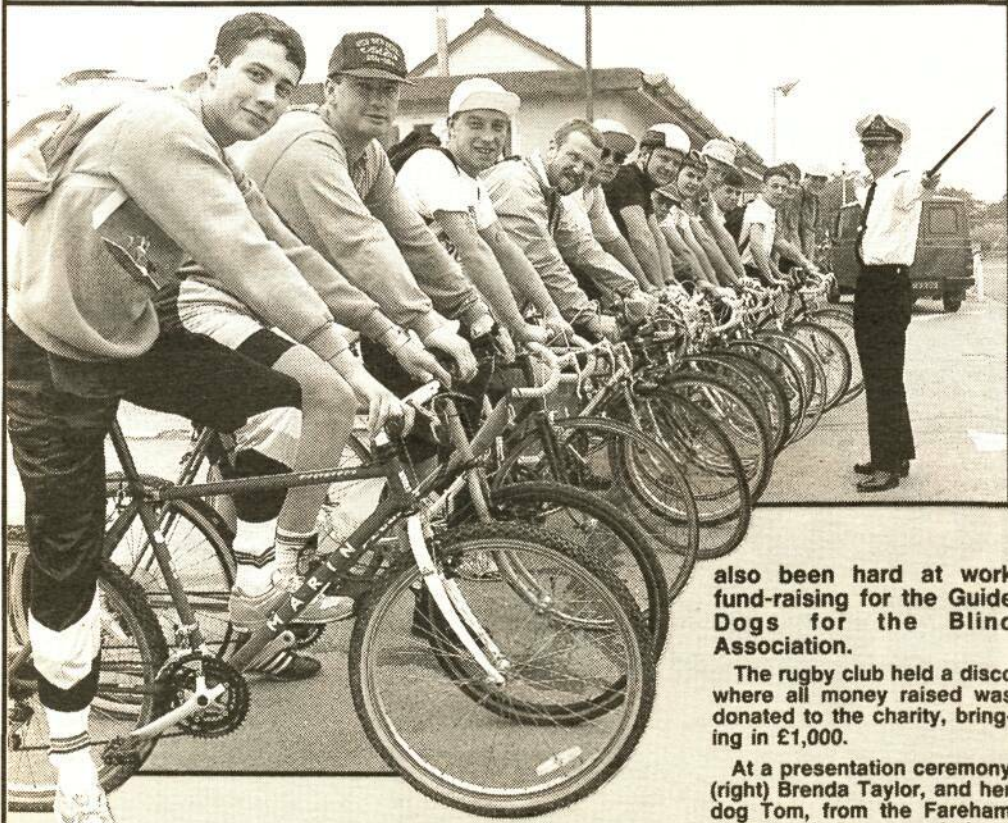
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CASHING IN AT COLLINGWOOD



UNDER starters orders (above) from the executive officer of HMS Collingwood, Cdr. David Raines, is a 12-man team from the mechanics training school who took part in a sponsored cycle ride from the establishment to Brighton and back in one day.

Thanks to some fine weather the team made it safely back raising over £300 for Dr. Barnardos,

which is celebrating its centenary this year. Meanwhile the establishment's sportsmen have

also been hard at work fund-raising for the Guide Dogs for the Blind Association.

The rugby club held a disco where all money raised was donated to the charity, bringing in £1,000.

At a presentation ceremony (right) Brenda Taylor, and her dog Tom, from the Fareham branch of the association, received the cheque for £1,000 and presented a framed photograph of a guide dog to CPO Paul Reed.

HMS Collingwood provided the venue — and some willing volunteers — when SSAFA held a car boot sale. Stallholders and customers raised £262 on the day.

Helping Hands

A STAR TURN FROM SIRIUS

MEMBERS of HMS Sirius' ship's company, along with Cdr. and Mrs James Aiken, travelled to St. Blazey, in Cornwall, to visit the ship's adopted charity, Doubletrees School for mentally and physically handicapped children.

Following a guided tour of the school, which included a detailed look at the facilities available and an insight into the teaching methods, a cheque for £1,415 was presented to the headmaster Mr David

Leeson by Cdr. Aiken.

The money was raised by a variety of events held on board including a clay pigeon shoot, a horse-racing night and a village fete held on the flight deck.

Since HMS Sirius adopted

Doubletrees School as her charity, the school has been able to afford a selection of teaching aids to promote the mental and physical development of the children in care.

The latest cheque will be used to purchase two computers for the children.



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Helping Hands

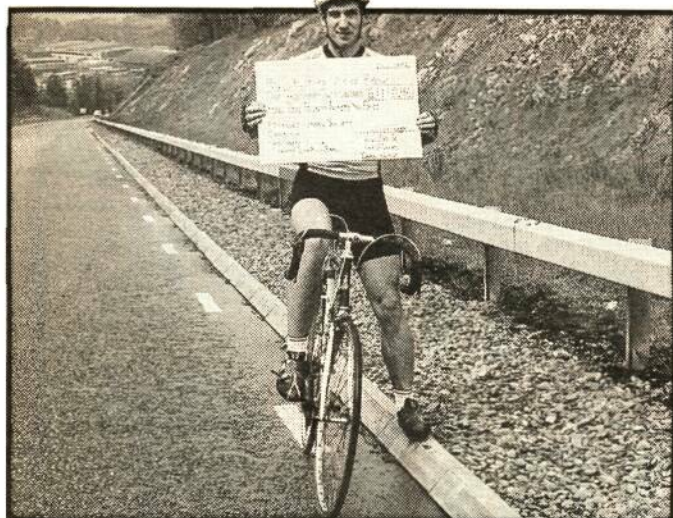


TYRED OUT AT DRYAD!

SADDLE-SORE but still cheerful are eight members of the Anti Submarine Warfare Instructors' Association who arrived back at HMS Dryad after a marathon cycle ride.

The team travelled from Dryad to Shrewsbury, Hawick, York and Northampton, raising £2,500 for research into motor neurone disease and to buy children's ward equipment for the Queen Alexandra Hospital, Cosham.

Pictured being welcomed home by executive officer Cdr. Andy Du Port are, from left, ex-CPO John Walker, PO Roy Flint, WO Steve Will, PO Bobby Ball, CPO Dusty Rhodes and WOs Dave Hood and Dave Brotherhood.



Uphill struggle nets big money

CPO Ned Nagy has, single-handedly, raised over £1,100 for local and national charities by cycling from Land's End to John O'Groats.

Ned, who works at RNAD Coulport, was supported by his wife Angle in the back-up car for the duration of the 826 miles which, as anyone who has done the journey knows, is all uphill!

In all Ned raised £1,100 which will be split between the Multiple Sclerosis Society, Yorkhill Sick Children's Appeal, Crossroads Care Attendant Scheme and Childline.

Orient ships are full of eastern promise

Support Pudsey in Victory

SINCE leaving the UK in May, ships taking part in the Orient 92 deployment have found time during their busy passage to the Far East to raise over £8,000 for charity.

The ship's company of HMS Boxer embarked on a sponsored slim in aid of the Special Care Baby Unit at Freedom Fields Hospital, Plymouth and raised £1,500 — the ship's Welfare Committee has agreed to add ten per cent to the total figure raised.

A further £1,000 was raised for the Children's Hospice South West by the POs' Mess, £105 for St. Francis Special School, Fareham, by the CPOs' Mess and £100 was donated to the MacMillan Nurses Trust.

A sponsored 100-mile run around the upperdeck and a Saturday night horse-racing event on the flight deck, organised by the CPOs' Mess of HMS Norfolk, raised over £1,300 for the ship's charity. Help the Hospices — the Duchess of Norfolk is the charity's patron.

During the deployment HMS Newcastle set up a charity chest from which all money raised will be distributed when the ship returns to the UK later this month.

Charities to benefit will include the MacMillan Nurses Trust, the children's ward at Newcastle General Hospital and two special schools, Percy Hedley School, in Forest Hall, and Parkway. The ship will present the money raised during Orient 92 when she visits the

city in March next year. So far HMS Newcastle has raised £300.

When RFA Olwen "crossed the line" the ship held a sponsored drowning of the commanding officer, Capt. Philip Roberts, an event which proved so popular with the ship's company, that £173 was raised for the RNLI. A further £149 was raised for the Merchant Seamen's War Memorial Society and £298 for the Smithybridge Playgroup.

Plymouth Leukaemia Trust was chosen as the adopted charity for Orient 92 by the ship's company of RFA Fort Austin and has benefited by £570. The Air Engineering Department's charity, the children's cancer ward at Treleke Hospital, Truro, will receive £603 while STD Corr, who took part in a one-mile sponsored run around the ship, raised £172 for Dr. Barnados.

HMS Invincible has also been hard at work raising £2,522 for charity which will be divided between the MacMillan Nurses Trust, Blake Maternity Hospital in Gosport, Mission to Seamen, KGFS, RNBT, Radio Haslar, Trevor Jones Trust and various other charities.

Hearing Dogs for the Deaf.

the adopted charity of the RNR Unit HMS Ceres is £2,500 better off thanks to the efforts of the ship's company.

A sponsored pub-crawl and horse-racing night, supplemented by a fines system, raised the record amount to help provide specially-trained dogs to aid the profoundly deaf.

The director general of the charity, Mr. Tony Blunt, travelled to the Leeds-based reserve training centre to thank CWREN Margaret Edwards and her fellow fund-raisers for their hard work.

Mess Butler in the WOs' and CPOs' Mess Centre, in HMS Nelson, Tug Wilson presented a cheque for £1,500 to their adopted charity, Dundas Lane Day Centre for the mentally and physically handicapped.

Tug has been the principal fund-raiser for this charity and has raised nearly £5,000 in four years for mess charities.

Members of HMS Renown's

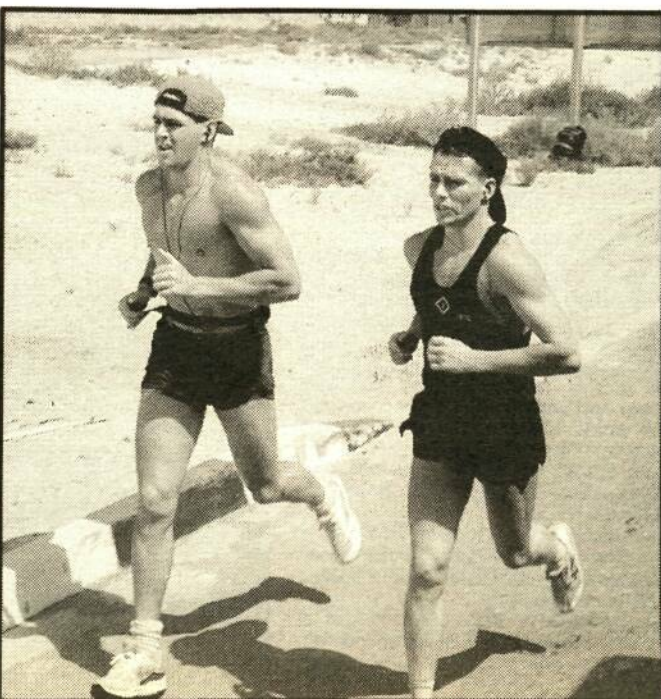
ship's company have not been idle during her refit in Rosyth dockyard and have found time to raise some much-needed money for Lynebank Hospital, Dunfermline, their affiliated local charity.

Lieut. Nick Phillips and PO(CK) Andy Anderson ran the Dunfermline half-marathon, raising £150 and £80 respectively, while LS Bamber Gascoigne raised £155 by walking the 99 miles of the West Highland Way.

CPO(OPS) Bill Bailey, who introduced the affiliation 18 months ago, coordinated the fund-raising. The ship's company also donated a new colour television to the hospital.

Under-privileged children and staff from 10 London area schools and homes attended the annual Variety Club of Great Britain's Children's Party at Royal Naval College Greenwich, an event which has been running now for 12 years.

After a tour of the college, the children sat down to tea served by members of the College Central Support Staff.



Chatham's hot shoe shuffle

DURING HMS Chatham's mid-deployment in Jebel Ali, LPT Paddy Esler (right), completed a 16-mile run from the ship's berth to the main gate and back in aid of charity.

The distance was covered in a respectable time despite the sweltering midday heat — the temperature rose to 46 degrees Centigrade with humidity approaching 90 per cent!

A team of runners, including LS(R) Matt Lord (left), ran with LPT Esler for one mile at a time for the entire distance and the total raised for charity was more than £180.

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"The Mekong? I thought he said Hong Kong!"

NEWSVIEW

The value of two kinds of 'ready'

AS SEEMS par for the course these days, the naval scene represents one of change, accompanied by inevitable speculation.

On the operational front there has been plenty of activity, not least the arrival in the Gulf area of returning Orient deployment ships. And — sign of the times — an Armilla frigate became "chummy" ship with a Russian destroyer, including an historic helicopter swap.

Meanwhile, as proof that the defence guard is not dropped, HMS Vanguard, first of the massive Trident subs, left her Barrow birthplace for the Clyde at the start of first-of-class trials. At the same time the reduced risk of major conflict is reflected in news of a forthcoming changed pattern of ship operation, with the establishment of a new Naval Contingency Force and units designated in the categories of "ready" and "alternate".

Continuing — and conflicting — speculation surrounds the future role of the dockyards and bases, with claim and counter-claim and local groups making their views known. Only an official announcement will provide the answers.

Control measures

On the naval manpower scene comes instances of the various control measures being used to minimise redundancies. For example, next year's lists show a big cutback in names selected for promotion to chief. And for ratings who are using the notice procedure they are now in many cases able to go earlier than at the full 18 months.

Meanwhile, as value for money remains watchwords, worth of such resources as the Sailors' Fund, Fleet Amenities Fund and new Sports Lottery become the more evident. When the Sailors' Fund replaced the tot itself two decades ago, its viability remained to be proved.

Now, when public funds are unable or unwilling to help with rapidly over many projects which improve sailors' quality of life, the value of such funds is proving almost priceless. No less than half a million pounds in total was allocated by these three funds at half-yearly meetings last month. And even so, all demands cannot be met.

But it demonstrates there is nothing to beat having a few of the "readies" — sailors' own money — to add to the flavour of naval life.

'By the Fleet, for the Fleet'

ORIENT 92, this year's Far East deployment (see opposite), has provided a last chance for visiting Royal Navy men to sample Hong Kong's legendary China Fleet Club.

The club, founded in 1934, closes on December 1 — the terms of the sale of the Wanchai building that financed the new China Fleet Country Club at Sal-tash allowed rent free occupation until December 27, but the commercial rents that now apply are beyond the club's means.

With less than 200 naval ratings now serving in Hong Kong, it has in any case long depended on its 2,000 associate members and visiting US Navy warships to remain profitable.

It is not the Fleet House building, opened in 1985, that most readers will remember, but the less imposing six storey building that stood on the waterfront for 50 years — which nevertheless boasted what was once the Crown Colony's biggest neon sign, advertising San Miguel beer.

Between 1914 and 1934 the men of the Fleet were served by the Royal Naval Canteen — in the "Blue Buildings" near the present site on the corner of Arsenal Street and Hennessy Road.

After the club was opened business was brisk in the first years of operation, but World War II and the occupation by the Japanese shelved plans for further expansion. Some 500 cases of beer and over 300 cases of spirits were hastily destroyed before the invaders arrived...

The club was extensively looted but suffered little damage from either the enemy or Allied bombing raids. The Japanese Navy occupied the premises until the re-occupation in August 1945.

By the following month NAAFI had started selling beer — rationed to 1,000 bottles a day with tickets allocated to each ship — but a suggestion that NAAFI should run the club for a year until it got back on its feet was turned down and willing volunteers soon restored the spirit of an institution that had always been run "by the Fleet for the Fleet."

It would enjoy its heyday during the Korean War when it opened its doors to United Nations forces.

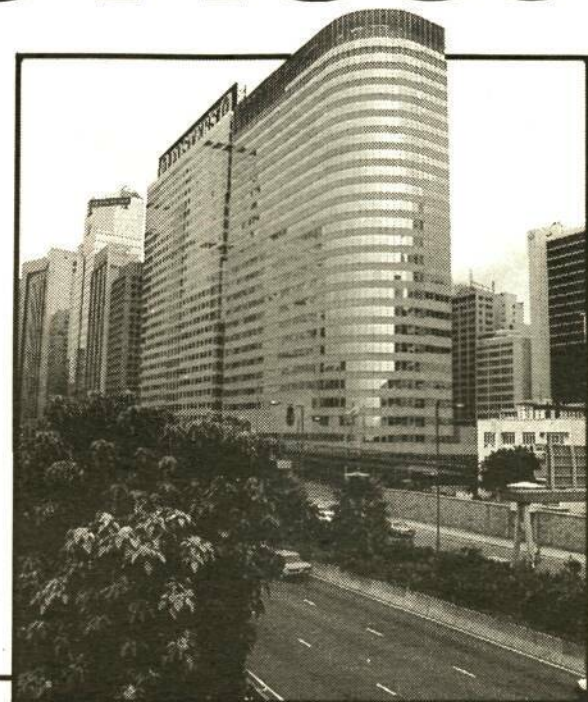
The then manager kept it open 24 hours a day, seven days a week — with on one occasion 1,000 men sleeping there "on the floors, on the stairs, everywhere."

"It was possible in the 1950s to get a bottle of beer, a good meal, a cinema ticket and a bed for ten bob (50p) — and still have enough cash for breakfast," he recalls.

Last days of a Hong Kong legend

● Right — Fleet House, home of the China Fleet Club since 1985.

● Below — the original building in its heyday in the 1950s.



Olwen banks on the James Gang . . .



PIRACY — fast, efficient and utterly ruthless — is on the increase in the South China Sea. Many attacks are from speedboats, under cover of darkness, by boarders brandishing automatic rifles.

So when the RFA tanker Olwen set out on a lone voyage from Sunda to Singapore she took out some extra insurance — in the form of an armed protection team from the Orient 92 flagship HMS Invincible.

On her way to her last refuelling stop before the return leg of her deployment with the RN Task Group, she embarked nine Junior Ratings and a Petty Officer all armed with SA80 rifles and with the benefit of expert training by the Invincible's Principal Warfare Officer (Air), Lieut. Chris James.

Accompanied by HMS Newcastle, HMS Norfolk and the RFA Fort Austin, the ships arrived in Abu Dhabi on October 24 after a four-day visit to Penang. Earlier, at the end of Exercise Starfish with members of the Five Power Defence Arrangement, they anchored off the beautiful Malaysian island of Pulau Tioman for a much-needed two-day break on the beach.

Trading interests

This year's combined maritime exercise was the 12th in the annual series and the biggest so far, involving 35 warships, 47 aircraft and 3,000 personnel.

Mobile targets for anti-submarine warfare in addition to an Australian submarine, HMAS Ovens, were deployed for the first time.

Since 1971 the FPDA's five signatories — the UK, Australia, New Zealand, Malaysia and Singapore — have maintained a strong commitment to preserving stability in the region.

"Britain's historical links are important here," Orient 92 Commander Rear Admiral John Brigstocke told Navy News. "Our interests in this area also stem from the fact that this is one of the most important shipping routes in the world."

"We have a great interest in the continuance of free trade on the high seas and involving ourselves in defence arrangements in this part of the world is in our own national and trading interests."

During the two weeks of the exercise 800 Naval Air Squadron's Sea Harriers flew 96 sorties, integrating closely with RNZAF A4K Sky Hawks and Singaporean F16 Falcons and F5 Tigers.

Meanwhile 814 Naval Air Squadron were embarked in RFA Fort Austin, operating with active dunking sonar and radar against the Ovens.

Airborne early warning in support of the surface units and Air Intercept Control directing Combat Air Patrol Sea Harriers from 800 Naval Air Squadron and RNZAF's 75 Squadron was carried out by 849 Naval Air Squadron.

During the exercise HMS Boxer claimed to become the first Royal Navy ship to embark a Royal Malaysian Navy Wasp helicopter, to help further the work of the Royal Navy loan service based at Lumut.

Its pilot also flew in Boxer's Lynx during some highly praised surface search sorties while the flights were split into two mixed groups. These worked well, allowing the aircraft to remain available for all their alert time during the exercise.

One of the highlights of the deployment has been HMS Norfolk's visit to Bangkok in support of defence sales to Thailand.

The ship's company took the opportunity to explore the surrounding countryside — visiting the infamous death railway and the modern bridge over the River Kwai.

Meanwhile officers from 849 Naval Air Squadron embarked



in HMS Invincible were paying their respects to the nine men of 849 TBR Sqn Avengers who were captured by the Japanese after a successful raid on the Palembang Oil Refineries in Sumatra — and executed at Changi after the surrender at Tokyo Bay in August 1945. Wreaths were laid at Changi Prison Chapel.

The Orient 92 Task Group is due to arrive home at the end of this month, having steamed 25,000 miles and visited 29 ports in 20 countries.

As a final part of its defence sales effort, the Group put on a display for potential customers in the Gulf, with 80 guests touring exhibits by 26 British companies in HMS Invincible's hangar.

- Top — RFA Olwen off Pulau Tioman with (inset) Lieut. James and his men, ready to repel boarders.
- Above — HMS Norfolk taking part in Exercise Starfish in the South China Sea.
- Right — Admiral Sir Jock Slater, Commander-in-Chief Fleet, reviews the Orient 92 ships as they prepare to leave the Far East for the Gulf — and home.
- Below — Capt. Fabian Malbon, commanding officer of HMS Invincible, arrives at Swettenham Pier, Penang — to a colourful welcome from the "Bunga Manggar girls".



**Pictures: LA(Phot) Dave Trish
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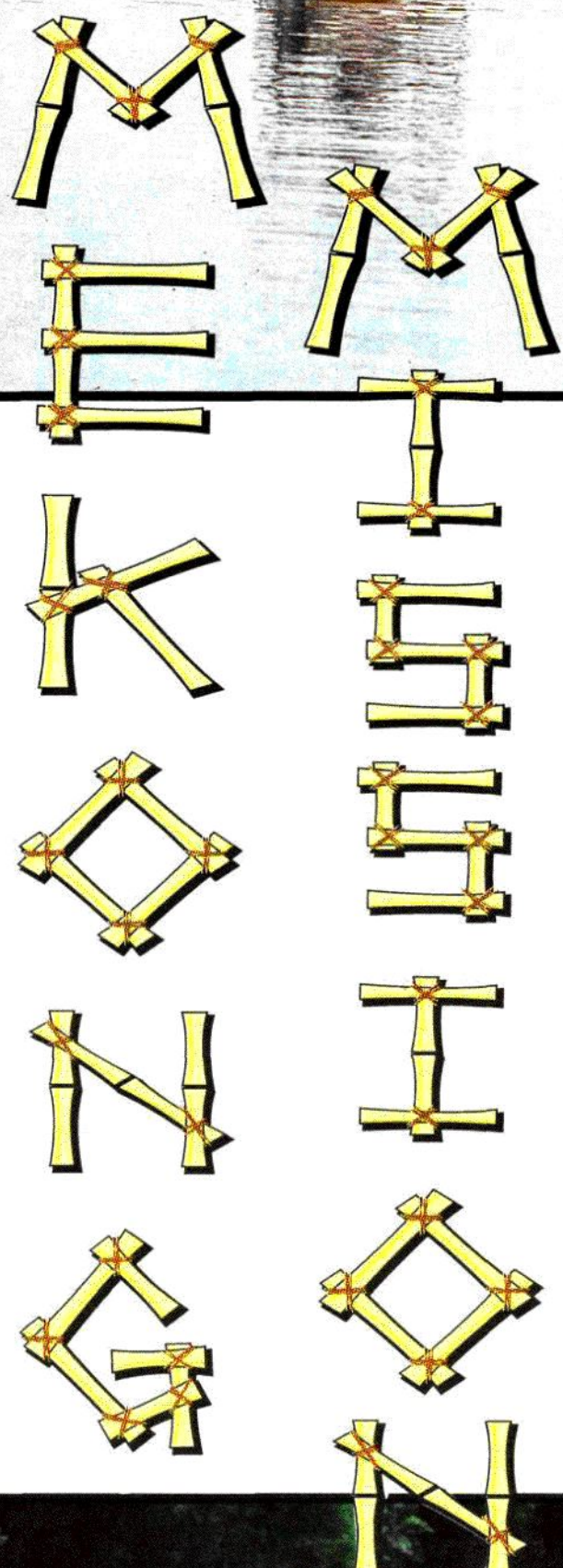
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Navy men nurture the new life in the Killing Fields

THE Mekong River is the M1 of Cambodia. There are few roads in this country — and after 20 years of war they are sadly neglected. So the use of Naval Observers by the United Nations makes a lot of sense.

Seventy-one sailors and Royal Marines currently make up Naval Party 1042, the largest group of unarmed British servicemen currently attached to UNTAC — the United Nations Transitional Administration watching over the ceasefire agreed by the Khmer Rouge and three other warring factions in Paris last October.

They have been there five months now — and during that time UN Naval Observers have themselves been shot at and caught up in the middle of fire fights between government forces and the still recalcitrant Khmer Rouge.

Despite its natural beauty, Cambodia is in any case a dangerous place to be — endemic malaria, poisonous snakes, scorpions and spiders abound and mines and other lethal ordnance litter the countryside.

There are houses built from ammunition boxes, their contents casually dumped a few feet away. Limbless people are a common sight and children regularly go fishing with hand grenades.

But Lieut.-Cdr. Martin Harriman, the RN contingent's second in command, thinks the risks are worth it.

"The ordinary people, the farmers and fishermen, are charming and friendly. And their children are marvellous. They come rushing out of their villages to meet us, shouting and cheering. They are natural mimics — I've taught them all to say 'Hello UNTAC' and other greetings in English."

Uneasy peace

Based at Kampong Cham, his task is to patrol the Mekong up the border with Thailand, operating a checkpoint, encouraging the handing in of weapons and reporting any outbreaks of violence.

The Naval Observers also attempt to deter piracy and extortion by the bandits who collect illegal "taxes and tolls" on the waterways, on the roads and at bridges and ferry boat crossings.

They board dozens of boats every day, using local interpreters. On the Mekong, and the Tonle Sap River which joins it at Phnom Penh, there is a constant flow of traffic — everything from flimsy canoes and ramshackle fishing sampans to 90ft. passenger and cargo ferries and even bigger international coastal vessels.

Their bailiwick extends from the Laos border in the north to the naval checkpoint a kilometre away from Vietnam in the south.

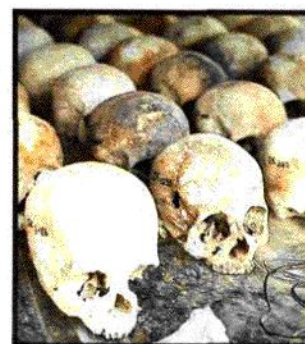
WO Neville Bacon, the Assistant Operations Officer who deploys the Naval teams, believes the Navy's presence is a strong factor in preserving the uneasy peace after two decades of violence in which nearly a quarter of the Cambodia's 8 million people were killed — and many more fled as starving refugees.

"We stop and search anything which could be bringing in weapons or armed bandits into the country. Some weapons have been found and turned over to the civil police — but us just being here deters the river bandits who demand money from passing trade."

"The area controlled by the Khmer Rouge has gold, precious stones and valuable hardwood — so if the rice harvest is good and they have enough to eat they may just leave their guns and rockets at home."

"And if the bandits up country from the other main Cambodian factions don't rob the farmers too much or go over the top with their extortion rackets, things may settle down nicely for a while."

"The local people are getting to know us and what we are

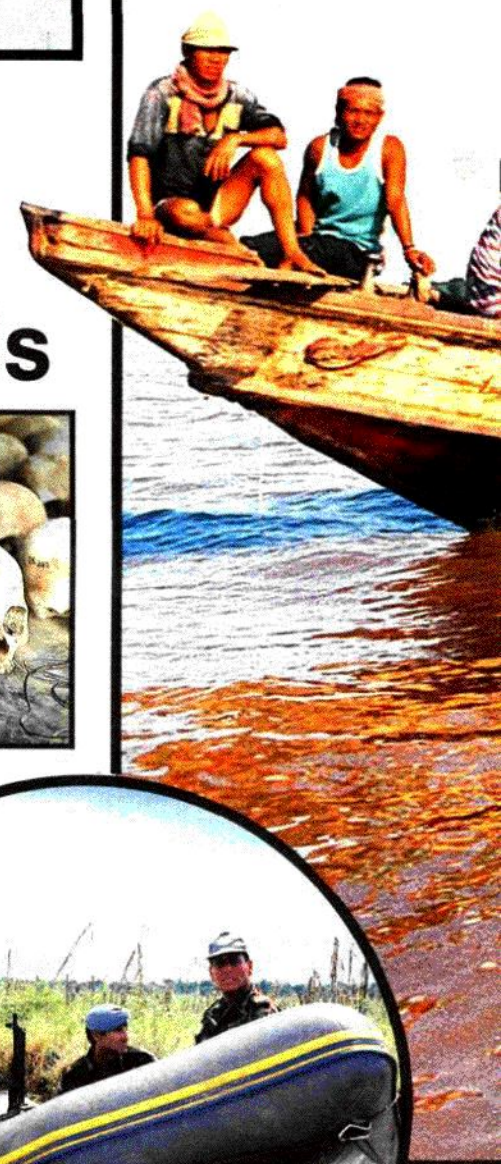
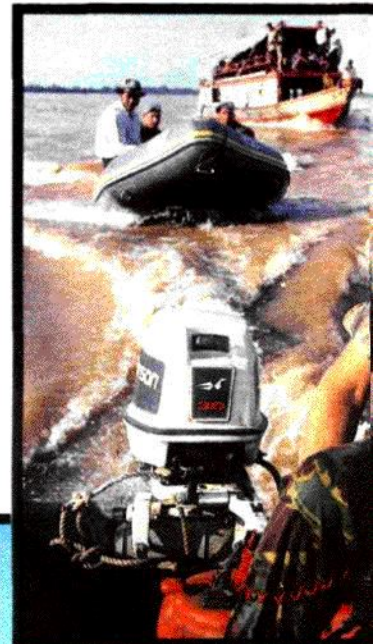


about — and they are coming to us now to report infringements of the ceasefire agreement. They are a hardworking people who just want to get on with their lives after all these years of bloodshed and destruction."

For "Streaky" Bacon the contrast between his present job and anything else he has experienced in his 30 year Naval career is dramatic.

"Six months ago I was chained to a desk at HMS Dryad designing training courses. Now I'm out here helping to bring a country back to life."

"Where UNTAC operates, people are flooding back. In Phnom

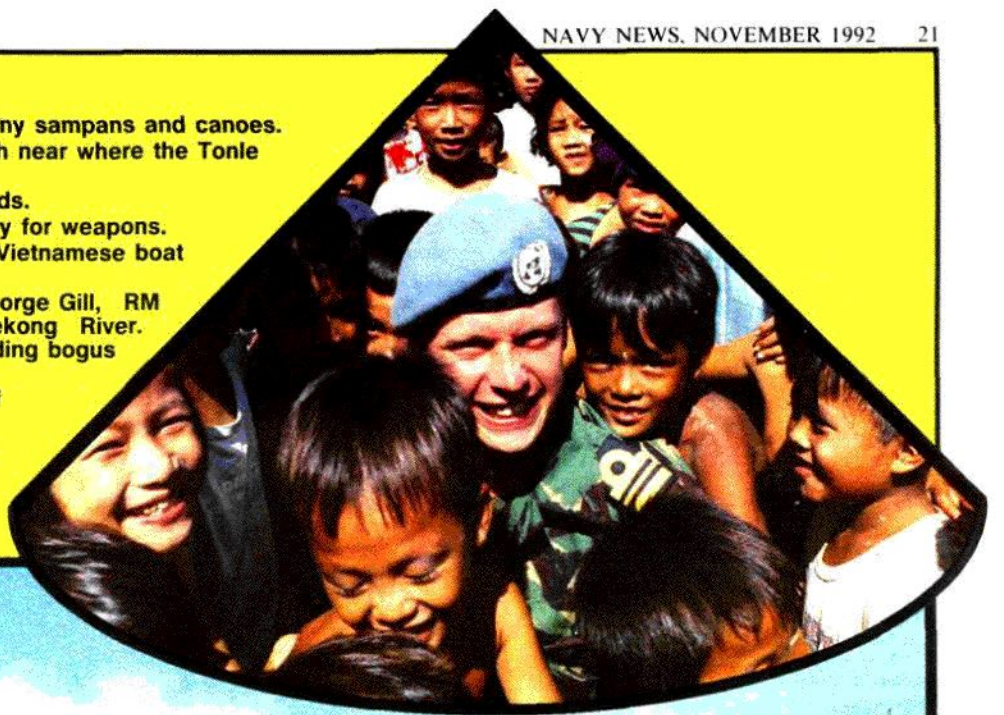


Penh the city. The structure and buildings are being destroyed and the people are being killed. The next year the people will be pulled out of the country. But the factions are more united than ever. The farmers are demobilized and the sites for UNTAC are being rushed. The people are rushing back to the land of the living.



Pictures (clockwise from top left):

- A constant flow of traffic — the waterways teem with tiny sampans and canoes.
- CPO "Eli" Ellis surveys the waters north of Phnom Penh near where the Tonle Sap River joins the mighty Mekong.
- "Hello UNTAC" — Lieut.-Cdr. Martin Harriman and friends.
- Naval observers prepare to search an overcrowded ferry for weapons.
- Capt. Cormack Hamilton, RM talks with the children of Vietnamese boat people near the border with Cambodia.
- WO Neville "Streaky" Bacon (right) with Sgt George Gill, RM (centre) and a Bulgarian UN soldier patrol the Mekong River.
- Cambodia's main highway is infested with bandits demanding bogus tolls and taxes.
- Thousands of skulls — grim reminders of the purges of Pol Pot.
- A lone boatman — farmers and fishermen may be bullied into posing as soldiers for demobilisation so the Khmer Rouge can hang on to their weapons.



Pictures: PO(Phot) Al Campbell



...are settling the urban area which was once a ghost town. People are pouring into the towns and villages, too. The infrastructure is building up — telephones are going in shops, cafes are opening. People are starting to trust us and they want us here — it's nice to think we are bearing a hand while they pull themselves out of this mess."

...month saw registration of voters for the national elections — after which, in May, it is planned the UN troops will...

...meanwhile, military observers privately admit that some are handing in their older weapons while keeping the up-to-date ordnance back. There have been rumours of boatmen and fishermen being bullied into posing as soldiers for demobilisation. NADK (formerly Khmer Rouge) still refuse to hand in weapons or presenting themselves at the cantonment for demobilisation.

...observers know only too well that extortion, corruption and the rule of the gun is still part of the Cambodian way of life and the change to order and democracy cannot be easily achieved.

...legacy of invasion from Vietnam, civil war and the purges of the famous dictator Pol Pot will not disappear overnight.

Battles that changed the world

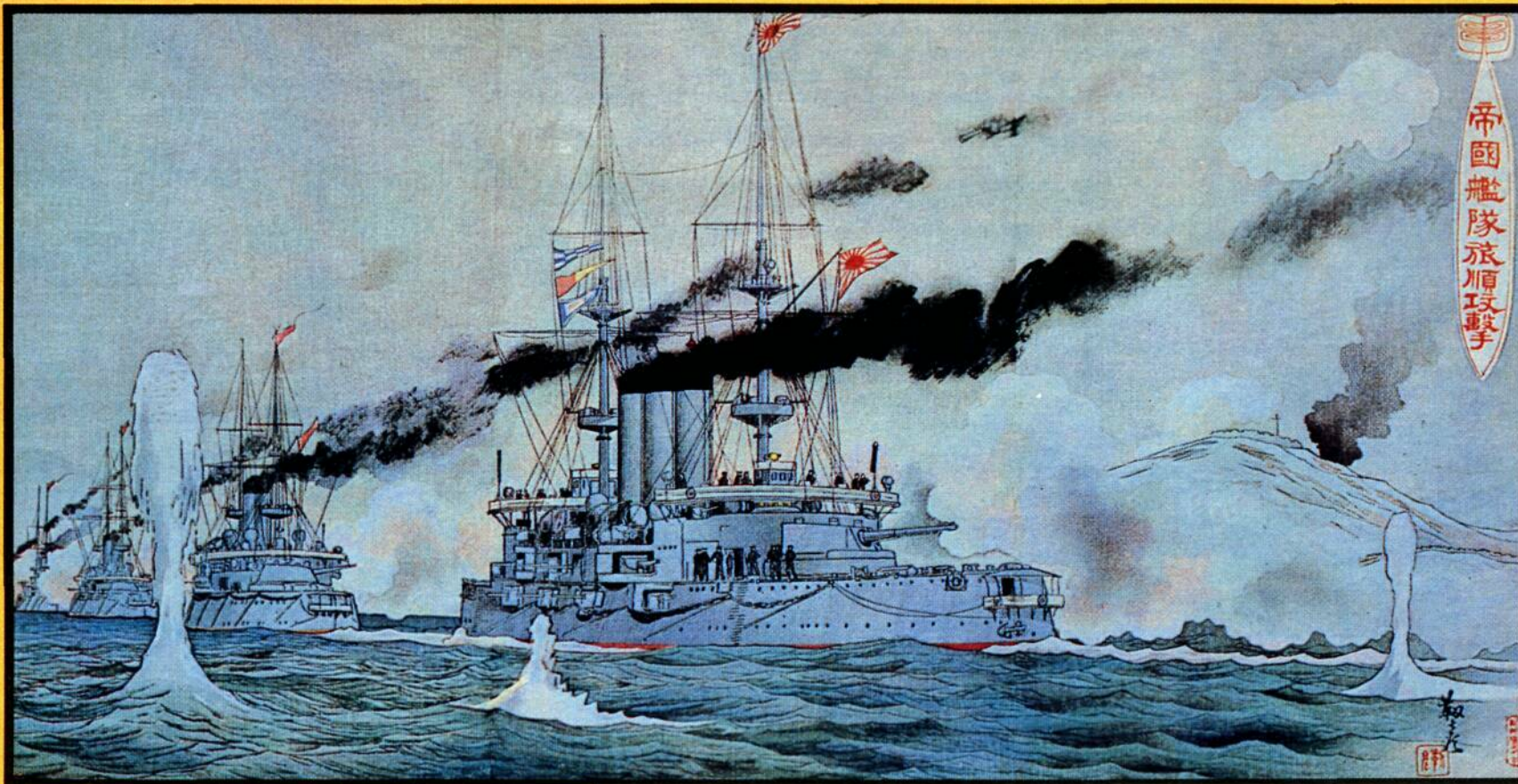
IN ANY study of conflict the question of who won and who lost is seldom settled simply by comparing casualty lists. Thus Jutland could be counted a British victory even though the RN lost more ships and men, in that it more or less bottled up the German Fleet for the rest of First World War — a war, as Churchill said, that Jellicoe could have lost in an afternoon.

The last great fleet encounter is oddly absent from Geoffrey Regan's otherwise admirable collection in *The Guinness Book of Decisive Battles* (Guinness Publishing £17.95), which combines clear and often highly colourful accounts of 50 famous (and several less well-known) encounters from Salamis in 480 BC through to last year's Gulf War with some acute perceptions of their long-term consequences.

There remains no doubt that Trafalgar must count as one of the most decisive of all — Napoleon may have survived another ten years but British naval supremacy was unquestioned for a hundred years after that.

Likewise, Saddam Hussein may survive a few years more what Regan calls "the most one-sided military encounter in recorded history" — but "if Desert Sabre was not decisive it was because the Americans did not want it to be", fearing the spread of Iranian Shi'ite fundamentalism and pressure from Syria, Turkey and the Kurds to destabilise Iraq should its leader fall.

Sometimes, Regan ar-



Above: Tsushima 1905 — In the end "Japan's Trafalgar" would lead her into a war she could not win.

gues, decisive victories can be dangerously misleading. Thus Tsushima created a legend of invincibility that would tempt Japan to challenge the United States and lead to the holocaust of Hiroshima and Nagasaki — for though Togo's ships performed well in 1905, their Russian opponents were thoroughly incompetent and

they knew it.

So even "decisive" battles depend on popular perceptions — the Battle of Britain is included here, the Battle of the Atlantic is not. Most serious students would today argue that the latter was the more important, but the hold of the former on the public imagination is unlikely to be supplanted. — JFA.

THE DARING AND WINNING WAYS OF THE SHADOWY SPECIAL FORCES

SPECIAL forces come under the spotlight in two new books which underline their growing importance in modern warfare.

Although, as Terry White reminds us in *Swords of Lightning* (Brassey's £15.95) guerrilla warfare has existed throughout history, it was the major communist guerrilla initiatives thrown up by the Second World War that allowed Special Forces to develop the modern military lexicon of revolutionary warfare, proxies, surrogates, internal defence, internal development, rural development, anti-terror and counter-terror.

The development of their counter-terrorism role brought the British SAS international fame after the storming of the Iranian Embassy in London in 1980. While some deplored the resulting exposure of their necessarily secret organisation to the prying eyes of journalists, it may also be argued that the

knowledge of their existence now acts as a deterrent. They have led the world in the design and use of their specialised technology.

Here, and in *Inside the SAS* by Craig Philip and Alex Taylor (Bloomsbury £25) the long history of the use of small boats launched by submarines for clandestine "insertions" into enemy territory is closely examined.

Canoes are still a favoured vehicle for covert approaches along rivers and in coastal areas — the wood and canvas Klepper has been in service since the 1950s — and the new Upholder submarines are seen as an ideal launch platform for SAS and SBS missions. — JFA

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Airplane!

HALF a dozen more titles to consider in publisher Osprey's series of "Aero-space" softbacks — £10.99 each and chock-full of colour photographs. The titles are: *Wild Weasels: Elite Radar-Killers of the USAF*; *Superbase 25 Pax River Naval Air Test Centre*; *NASA Wings*, looking at the Agency's support fleet of specially modified fast jets, flying platforms and purpose-built experimental vehicles; *Phantom Guardians: the F4 in the Air National Guard*; *SU-27 Flanker: Sukhoi Superfighter*; and the *B-17 Flying Fortress — A Bombing Legend*.

FAR FROM drawing down the final curtain on history's most controversial maritime disaster, Robert Ballard's discovery of the wreck of the Titanic seems to have created a production that will run and run.

Much of the success of his two best-selling books on the doomed liner as well as that which accompanied his next project, the finding of the Bismarck, was due to the haunting pictures painted by special effects artist Ken Marschall — whose work is prominent in *Titanic — an Illustrated History* (Hodder & Stoughton £30) by Don Lynch.

Unfortunately, the skills that worked so well in producing

images of the wreck, combining the detail of hundreds of photographs to produce overall views denied to cameras in the stygian gloom of the Atlantic abyss, do not have the same effect on the surface; in attempting to recreate scenes of life on board and key points of the ship's death throes his work has a rather naive, comic-strip quality that seems as out of place as the jacket blurb that salutes "all the splendour and pathos of the night that will never be forgotten... compellingly recalled in one handsome volume."

Fascinating

Otherwise, the author — for 20 years a stalwart of the Titanic Historical Society — has

assembled hundreds of archival photographs and other ephemera together with many separate strands of what is still one of the most genuinely fascinating stories of the sea.

Controversial

Most controversial of all remains the case of Captain Lord of the Californian, whose ship was in the area on the night of the disaster and who has been vilified for not coming to the rescue.

The recently published report by the Department of Transport adds weight to the case for a "mystery ship" much closer than the Californian, which could not in any case have reached the Titanic in

time. Most likely candidate is identified as a Norwegian sailing ship, the Samson, which was sealing illegally in the area.

"Although more evidence may come to light, the mystery will likely never be solved," the author concludes. Captains of the Titanic industry must certainly hope so.

And did the band play on? Well, no — they may have drowned their instruments a full half-hour before the ship went down and tried to save themselves. But of their heroism there remains no doubt — their efforts did much to calm the passengers and there is no record of any one of them attempting to enter a lifeboat. Not one of them survived.

— JFA

Last word in luxury; byword for disaster

A sloop at war

MOORED on the Thames near HMS Belfast is the much less celebrated Second World War survivor HMS Wellington, now the headquarters of The Honourable Company of Master Mariners — and last year newly refitted.

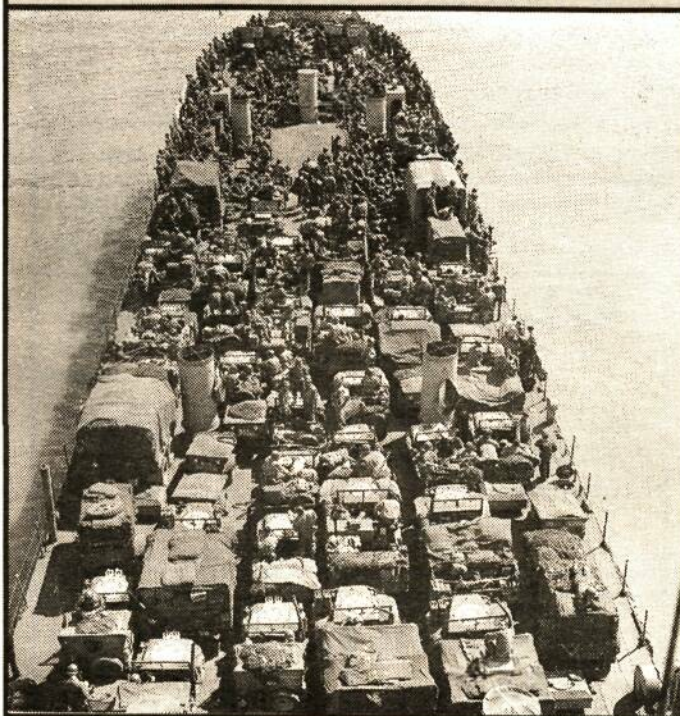
Historians have written her war off as largely undistinguished, but Griff Williams remembers a charmed life sustained by a rabbit's foot kept in the starboard lifebelt locker. She still bears the scars of the near misses she suffered as she played her part in the Battle of the Atlantic.

In *HMS Wellington — One Ship's War* (Self Publishing Association (£14.95)) he provides an intensely personal account of her career, her people and their pain and pleasures — and so brings the world of a sloop at war to life in a way that the neighbouring veteran of North Cape might well envy.

Larger than a corvette but neither as big nor as fast as a destroyer, HMS Wellington's large storage capacity enabled her to stay at sea much longer — which made runs ashore all the more appreciated, as is vividly recounted here. — JFA

MACABRE

BEST-selling author Hammond Innes takes us to Antarctica in *Isvik*, an eerie tale of a ghost ship. Publishers Chapman's promise "the most macabre and horrific climax he has ever produced". (Price £14.99)



USEFUL OLD TUBS THE LSTs

"UNSUNG heroes" of the Second World War are coming out of the archives thick and fast with the current batch of 50th anniversaries — but few can be more deserving of a mention than the humble LST.

As Brian Macdermott reminds us in *Ships Without Names* (Arms and Armour £17.99) the Landing Ship Tank was the key to the amphibious invasions that launched the Allies to victory.

The standard diesel-powered LST(2), built entirely in the USA — the steam driven LST(3) produced in Britain and Canada only arrived at the end of the war — was essentially a 300-ft flat bottomed box designed to run up to 20 tanks and even more lorries on to a beach and haul itself off again.

Not surprisingly, their reluctant crews at first doubted if the things would stay afloat — but the "ugly ducklings", for all that they remained the butt of naval humour, soon proved their worth. Indeed, there never seemed to be enough of them — for the D-Day landings they were pulled in from every other theatre, with the result that shortages elsewhere were sometimes desperate.

The author devotes a good deal of space to the invasion of Italy, for which there was never anything like an adequate supply, and winds up with a full list of individual units and their histories. Their achievements were huge — and with better organisation many of their frustrated commanders often complained they could

have been much greater still.

Irresistible is a memo from one, who estimated that the round trip to Normandy took him twice as long as necessary because of convoy arrangements and who probably echoed the feelings of many of his colleagues:

"Sir, during this last 18 months LSTs have been fighting two battles: one with the enemy and one with our own cloth. The former has proved easier and more exhilarating through accomplishment than anyone anticipated. The latter more exhausting and demoralising than anyone could imagine."

Crewman Andy Robertson (LST 160) sums up the LST's mixed appeal: "We swore at them in bad weather, yet we protected them, with violence if need be, if we heard them being made fun of by someone off a 'big ship'. We hated them — yet we loved them. They were happy ships."

In the words of the poet: "... So at last I believe they almost agree, She's a useful old tub ... that LST."

This book is packed with unique photographs from private collections — which show more clearly than any words just how true that was. Pictured left is LST 320, in which it was standing room only en route to Normandy.

— JFA



At Your Leisure



FIVE FILMS WITH A FIGHT IN THEM



Feline Pfeiffer — Michelle vamps it up as the schizophrenic seductress Catwoman in *Batman Returns*

A MUTED but insistent theme among all the current Euro-chatter is the extent to which American movies have hammered native products into the ground all over the continent. Even in Paris or Rome, places with a rich cinematic heritage, it's unusual to find more than a couple of indigenous titles in the box office top ten.

In Britain the situation has deteriorated furthest of all: we hardly have indigenous titles anymore, and in case anyone has felt vaguely irritated by the quantities of Americana distributed by the RNFC, the answer is, in a well-known phrase, there is no alternative.

As it happens, *Alien 3*, the first of this month's quintet of 16mm releases, is sort of British, the equivalent of a screwdriver job for the Japanese, being a Hollywood project assembled in a British studio with a British supporting cast.

The latter is somewhat of a distraction. All those familiar faces, not to mention the stream of four-letter dialogue issuing from them, seem less suggestive of a distant galaxy in the 26th century than of last Saturday night down at the old Slug and Lettuce.

That apart, it's gripping stuff. The resourceful Ripley (Sigourney Weaver, terrific as ever) crash-lands on a remote prison

planet from which all weapons have been banned — not the best place to be when the nasty killing machine which has pursued her over the previous two movies shows up. After the initial scene-setting the action is virtually non-stop and the atmosphere of the barren, lice-ridden penal world is appropriately chilling.

Screen Scene

Another location destined never to make it into the holiday brochures is Batman's Gotham City, that place of everlasting night, its streets narrow canyons of shadows and smoke, its buildings gothic towers in which megalomaniacs brood and plot.

Even more than its predecessor, *Batman Returns* by-passes strip cartoon fun and games and concentrates on recreating the strange, dark world of a Grimm fairy tale. Perhaps no other film this year has lavished so much imagination (and cash) on the way it looks.

As the two main villains, Danny DeVito as the grotesque Penguin and Michelle Pfeiffer as the schizophrenic Catwoman are both as much figures of melancholy as of menace. The driving hurdy-gurdy music

of Danny Elfman provides an ideal accompaniment to this intriguing curiosity.

Third sequel of the month is *Lethal Weapon 3*, with Messrs Gibson and Glover indulging in a further session of wisecracks and mayhem, earning their producers a small — make that large — fortune thereby. That fast-rising player Joe Pesci, he of the saw-toothed larynx, adds to the amusement.

In the wake of *Robocop*, the Terminator and co, there now arrives the *Universal Soldier*. This one speaks up for human nature, however, in that the personalities of the war dead, revived and robotified, turn out to be ineradicable.

Good news when the robot is affable Jean Claude Van Damme, distinctly bad news in the case of psycho sadist Dolph Lundgren. The final fight scene, where Jean Claude squares up to Dirty Dolph, is probably destined to be a classic of its kind.

In *Gladiator* the punch-ups are on an altogether more human scale. This is the story of a high school kid with lots of talent as a boxer but little inclination to exercise it. Villainous promoter Brian Dennehy soon fixes that. Compared to the above titles this is low budget stuff, but it more than makes up in energy for what it lacks in production values.

— Bob Baker

"HMS GANGES, the Final Farewell." Ideal birthday/surprise present. Video documentary including all aspects of GANGES prior to demolishing. NELSON HALL, LAUNDRY HILL, SICK QUARTERS, COVERED WAYS, GYMNASIUMS, SPORTS FIELDS, HARBOUR, etc. One tear-jerking hour of nostalgia. Produced, directed by JOHN DOUGLAS, author "HMS GANGES. Roll on my dozen!" S.A.E. details: Douglas House, Boscaetha, Penmarth, Carmarthen, N. Redruth, Cornwall TR16 6NX.

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Reunions

Ordnance Engineers Reunion Lunch: After a three year lapse it is intended to re-establish the reunion lunch at HMS Collingwood in Spring 1993. The address list is to be updated and past members are requested to contact Lieut.-Cdr. Pearce, Explosive Training Centre, HMS Collingwood, Newgate Lane, Fareham PO14 1AS (tel. 0705 822351 HMS Collingwood ext. 596) with their surname/initials, rank, serving or retired, current address and telephone number.

HMS Cossack Assn., 8th Destroyer Flotilla and L03 Cossack Survivors: Thanks go to all those who attended the first reunion dinner and standard dedication at TS Cossack in Crawley, in June. The first dinner and dance has been arranged for Nov. 7-8. Details from G. W. Toomey, 1 Parkhurst Rd., Prenton, Birkenhead L42 9LA (tel. 051 608 6831). A section is also being formed for the widows of Cossack shipmates who are invited to attend the dinner in Nov. and participate in the association's functions. Contact G. W. Toomey (as above).

HMS Wave: Thanks to all shipmates who attended the first reunion in Bromsgrove in Sept. Those interested in a further reunion contact Tommy Dootson, 3 Bealey Ave., Radcliffe, Lancs M26 9QW (tel. 061 796 8857).

HMS Easton (L09): To celebrate the 50th anniversary of the ship's commissioning a reunion will be held at the Nautical Club, Birmingham on Dec. 7. Details from Albert Watts, 15 Pebworth Close, Church Hill (N), Redditch, Worcs. B98 9JX (tel. 0527 60664).

River Plate Veterans Assn. will be holding their 53rd anniversary reunion service and dinner in Plymouth on Dec. 12. Details, enclosing s.a.e., from R. A. Fowgill, 96 Harport Rd., St Marychurch, Torquay, Devon TQ1 4QJ (tel. 0803 327262).

Fulmar Mountaineering Club Did you go climbing with the FMC from RNAS Lossiemouth in the 1960s or 70s? If the answer is yes then you may be interested in the fifth FMC reunion which is being planned for Easter 1993 in Glencoe. For details contact Ken and Pam Ayling, 20 Kingsford Close, Woodley, Berks. RG5 4DT (tel. 0734 608784).

17th Destroyer Flotilla Assn. annual general meeting and reunion dinner is being held at the Royal Sailors' Home Club, Portsmouth on Nov 7. Details from R E Smith, Tumblewood Cottage, Brightley, Okehampton EX20 1RR (tel. 0837 54758).

Rodney Division MTE Rosyth 1941: It is hoped to hold a reunion in 1993 to celebrate completion of Part 1 50 years ago. Any classmates interested contact Bill Dendle, 881 Wolsley Rd., Plymouth PL5 1JY (tel. 0752 364056).

RN Commando Assn. will hold their annual reunion and AGM at the Queen's Hall, Dunoon on May 14-16. Details from Alex P. Husband, 69 Denham Ave., Llanelli, Dyfed SA15 4DD (tel. 0554 759253).

HMS Paladin and P Class Destroyers Assn. (1941-62) will hold their annual reunion and dinner at the Victory Services Club, Seymour St., London on Dec. 5. All those who served in HM ships Paladin, Pakenham, Panther, Petard, Partridge, Pathfinder, Penn and Porcupine are invited to attend. For further details send an s.a.e. to Fred Plenty, 43 Sydenham Rd., Bridgewater, Somerset TA6 4QD (tel. 0278 424641).

HMS Griffin (1939-42): A reunion will be held at the HMS Barham Remembrance Service at Westminster Abbey on Nov. 21. Details from Stan Deighton on 0734 429297.

HMS Erebus: A reunion of the September 1937 entry of special and direct entry cadets was held on board HMS Belfast on

Sept. 28. All but two of those still alive have been traced and 28 (average age 73) attended the reunion coming from as far afield as New Zealand, USA and Belize. Details from Rear-Admiral P G La Niece, Charltons, Yalding, Kent ME18 6DF.

HSM Emerald Assn. met at Waterlooville RNA Club on Sept. 25. The next reunion will be at the UJC, London on March 13. Details from Colin Houldley, 3 Gloucester Road, Willerby, Hull HU10 6HW (tel. 0482 651652).

Bridlington Combined Ex-Services Assn. will hold their reunion weekend and conference on May 14-16. Details from the Ticket Secretary, 17 Hustler Rd., Bridlington after Jan. 1.

HMS Barham Survivors Assn. will hold their annual wreath-laying and remembrance service in Westminster Abbey on Nov. 21. Details from Percy Cullum on 0903 263350.

HMS Hermes: Next year's reunion will be held at the Royal Fleet Club, Morice Sq., Devonport on April 21-26. Any ex-Hermes 9 or 10 shipmates interested should contact Peter Baptie, 16 Virginia Close, New Malden, Surrey KT3 3RB (tel. 081 949 5648 eves).

829 Naval Air Squadron. A decommissioning reunion for members and ex-members of the squadron will be held in the Weymouth area on February 25. Details, enclosing s.a.e., from 829 Sqn. Parenting, RN air station Portland, Dorset, marking back of envelope with the letters PU.

Operation Primrose, Norway, April 1940: A reunion will be held in Leicester on February 12 for those members of the RN, RM and Army who took part in the operation. Also invited are those who served in HM ships Black Swan, Flamingo, Glasgow, Sheffield and Wanderer. Details from J. T. Briggs, 35 Hillpark Crescent, Plymouth PL4 8JP.

45 Commando Group, Operation Corporate 1982: Those interested in a reunion please contact Yorkie Malone, 2 Camphay Cottages, Lamerton, Nr. Tavistock, Devon PL19 8QG (tel. 614030).

HMS Auckland (Tobruk 1941): A reunion will be held at the Duke of York Barracks, Kings Road, Chelsea on November 21. Details from J. Bennett, Cheviot, 15 Portview Avenue, Portchester PO16 8LL (tel. 0705 379730).

North Russia Club (Southern Reunion): A reunion will be held in HMS Nelson, Portsmouth on May 22. Details enclosing s.a.e. from Mervyn Williams, 87 Olive Road, Coxford, Southampton SO1 6FT (tel. 0703 775875).

HMS Bellona: A reunion will be held at the Victory Club, London on March 6. Other "chummy" ships welcome. Details from Arthur J. Willis, 83 Briar Road, Shepperton, Middlesex, TW17 0JB (tel. 0932 564383).

The Penelope Assn. (1938-44 or 1963-92) are holding the eighth annual reunion weekend at Blackpool on February 19-21. For details of membership contact Jack Williams, 395 Lytham Road, Blackpool FY4 1EB (tel. 0253 44157).

HMS Naiad Assn. (1940-42) will hold their second reunion weekend at Cambridge on March 12-14. Details from Bill Willis, 8 The Biggins, Duxford, Cambridgeshire. (Tel. 0223 834984) or Harry Ring 25, Thors Oak, Stanford-le-Hope, Essex (tel. 0375 678086).

HM ships St George, Valkyrie, Urley and RNPS: A reunion will be held at Douglas, Isle of Man, on May 6-13. Enquiries to Naval Reunion c/o Tourist Board, Douglas, Isle of Man.

HMS Redoubt (1942-45): A lunch-time mini-reunion will be held in the Chetwynd Room, Victory Services Club, Seymour St., London on Dec. 3. Details from Sam Morley, 113 The Ridgeway, Cuffley, Herts EN6 4BS.

HMS Arethusa Assn. will be holding the fourth annual reunion in the Royal Sailors' Home Club, Portsmouth on November 14. Details from R. T. Sawyer (tel. 0532 829531).

HMS Neptune (late 1970s): Kevin Wren (071 622 1000) and George Cook (0428 652241) would like to hear from stewards and chefs working in the wardroom.

LC1 249: George O'Brien, 22B Robson St., Anfield, Liverpool L5 1TG would like to hear from old shipmates, in particular Seaman Joe Payne and Coxswain Norman Pinder.

Operation Primrose, Norway 1940: Jack Briggs, 35 Hillpark Cres. Greenbank, Plymouth PL4 8JP (tel. 0752 668235) would like to hear from old shipmates and any other Navy, Army or RM personnel involved in the operation, in particular Lieuts. Carew and Bullock, PO Brown, LS George Fell, Ods Bill Black, Eric Shepherd and Boy Bob Shepherd.

Portland service: Mark Howden (ex-HMS Ark Royal and 829 Squadron, Portland) and his wife would like to contact Gary Holden (who served at Portland and was a PO in HMS Invincible in the early 1980s) and his family. Mr. and Mrs. Howden's address is Hilmar, 92 Hampton Gardens, Pritwell, Southend-on-Sea, Essex.

HM ships Hunter (1944-46), Goshawk (1943-44), Heron (1941-42) and 887 Sqn. (1943): Ken Mitchell, 99 Rushgrove Ave., Colindale, London NW9 6RG (tel. 081 205 9690) would like to hear from former shipmates, in particular POWTR R. Smith, Jack Grant, Rivers, Lieut. Wilkes, Anderson and Cain.

HM ships Chelsea and Loch Gorm (1940-46): Mark Marren, 27 Augusta Street, Cambridge, Ontario, Canada N1R 1G2 would like to hear from former shipmates.

HM ships Bude and Spanker: Ex-AB Bill Hilton, 24 Stoborough Green, Wareham, Dorset BH20 5BA (tel. 0929 553895) would like to contact old shipmate Cyril (Curly) Hall with whom he served in HMS Bude in Italy, Greece and the south of France. He later went on to RN air station Gibraltar in 1945. Mr Hinton would also like to hear from other shipmates from HMS Bude and HMS Spanker.

HMLST 163: Jack Wilcocks, 167 Broadlands Ave., Newton Abbot, Devon TQ12 1SL would like to hear from old shipmates with view to a reunion — some already in touch.

188 Sqn. RM H.O. (1942): E. D. Chapman, 78 Sherborne Rd., Cheddle Heath, Stockport SK3 0SN (tel. 061 491 0291) would like to hear from old shipmates with whom he served in Stonehouse barracks in May 1942 with view to a reunion.

HMS Alecto: Ex-ERA Angus Currie, 3 Annan Rd., Gretna, Dumfriesshire CA6 5DH would like to hear from old shipmates.

FS Alyssa (1941-42): A. J. Nunn, 18 Knyvet Green, Ashwellthorpe, Norwich NR16 1HA (tel. 0508 41442) would like to hear from old shipmates who served in the Free French corvette, in particular Coders Brown, Kaye and Hurst.

HMS Fleetwood (1941-44): Len Silvester (tel. Rotherham 366829) would like to hear from Sub-Lieut. Sydney Frank Neale or anyone who knows of his whereabouts.

HMS ships Phoebe and Jupiter (1977-81): CK Sammy (Jock) McIlroy, 17 Beech Ave., Groby, Leicester LE6 0EJ (tel. 0533 311406) would like to hear from old shipmates.

HMS Gravelines (1949-52): Ex-Stoker Bill Campbell (tel. 0752 701080) and ex-AB Ray Whittington (tel. 0633 221688) would like to hear from old shipmates with view to a reunion — 20 have already been contacted.

HM ships Victorious (1964-65) and Forth (1968-70): Ex-CPOCK J Markham, c/o 69 Peterhouse Cres., Woodbridge, Suffolk IP12 4IX (tel. Woodbridge 387932) would like to hear from CK(S) J Levy and CK(S) T McMullin.

HMS Westminster (1940-45): Ex-LS Bob Jeffries, 78 West Broadway, Henleaze, Bristol BS9 4SS would like to hear from Allan (Bim) Sims.

Calling Old Shipmates

HMS Sumar (1943-46): Graham (Sparks or Ray) Woodward, 18 Brentwood, Oakfield, Sale, Cheshire M33 1NB (tel. 061 973 3060) would like to hear from old shipmates with whom he served in Kingston, Jamaica.

25th Flotilla, LCT 613 and 550: George Green, 249 Durban Rd., Grimsby DN32 8AU would like to hear from old shipmates with whom he served in Sicily and Salerno.

HM ships Nigeria (1946-48), Royal Albert (Hamburg, 1950-52), Euryalus (1952-54) and HMS St. Vincent Boys (1945-46): Ex-AB Chuck Egan-Fowler (Postie), on holiday from Durban, South Africa, will be in the UK until Nov. 19 and would like to hear from former shipmates. Contact him at 21 Orion, Bracknell, Berks. RG12 7YX (tel. 344 488871).

HMS Ganges, 312 Class Drake Division, HMS Forth 1952: Former Boy Tel. Denis Richards, 620 South Tenth St., Milton Keynes MK9 3DG (tel. 0908 667179) would like to hear from Ron Breed, Ron Cross, Brian Goodwin, Pat O'Cleese and Ray Woodcock.

HMS Resolution, Christmas Island: Ex-AB Brian O'Connor, 188 Derby Rd., Widnes, Cheshire WA8 0UG would like to hear from old shipmates.

HMS Bulwark (1967-69): Pedro Pearce, The Maisonette, Church Lane, Lostwithiel, Cornwall PL22 0BL (tel. 0208 872080) would like to contact Joe Minney (Naval Party Kilo), last heard of in the Merchant Navy, or from anyone who remembers the Sods Operas in the Fleet Canteen.

HM submarine Ocelot (1963-67): Ex-AB Bob Bragg, 15 Lakeside Close, Ipswich IP2 9PY (tel. 0473 686541) would like to hear from anyone of that commission.

HMS Houghton (Singapore 1960-62): Ex-AB Bob Bragg, 15 Lakeside Close, Ipswich IP2 (PY (tel. 0473 686541) would like to hear from LS Olly Oliver, AB Derek Ciewes, AB Nobby Clarkson or anyone else who knew him.

HMS Nabcatcher (1945-46): Ex-PO Radio Mech. (AR) R. Johnson, 21 Leaverholme Close, Cliviger, Burnley BB10 4TT (tel. 0282 72226) would like to hear from old shipmates who served with him in MONAB 8 — they joined their RNAS at Kai Tak, Kowloon.

Over to You

HMS Cleopatra (1955): John Fordham (Newbury RNA) has a small model of the ship inscribed "From the Captain, staff and officers, HMS Cleopatra, Flagship Group Reserve Fleet 20-9-55". He would be interested to learn the history of it and find it a rightful resting place. Please contact him at 7 Hereward Close, Newbury, Berks RG13 1PY.

RMS Titanic: Lieut.-Cdr. R. W. Warwick RNR is writing a book about the Titanic and would like to get in touch with anyone related to any passenger or crew who sailed in her. Contact Castle Cottage, Nunney, Somerset BA11 4NH.

HMS Ariadne — visit to Tortola: A man's wristwatch, with personal inscription was handed in as lost property during the visit. Any claimant contact Portsmouth Naval Base (0705-822351) ext 23008.

HMS Repulse (battleship): Maj. D. West, 4 Plainview Close, Aldridge, Walsall, West Midlands WS9 0YY, has photographs of a model of the ship taken in Zimbabwe, which may be of interest to ex-crew members etc.

KRO Television, Holland — "Lost Trail": The Dutch TV show "Sporloos" is concerned with reuniting long-lost friends/relatives. The producers invite people in Britain to contact them if they have lost the trail of a loved one in Holland. Contact KRO TV, "Sporloos", Emmastraat 52, Postbus 9000, 1201 DH, Hilversum, Holland.

British Naval Mission Archangel 1945: Ex-Ldg Sig Jim Mathewson, 16 Alicia Close, Wickford, Essex SS11 8PQ, served in Archangel 1941-45. The Mission staff were eventually repatriated taking passage in an RN frigate to the Clyde. Anyone who served on, or knows the name of that frigate, please contact him.

HMS Highflyer (CWRS Welisara, Colombo, 1957-58) and HMS Afrikander (Youngsfield, Capetown, 1962-64): Ex-LRO Rod Beach, 5 Melbourne Park, Melbourne, York YO4 4QP (tel. 0759 318861) served at both these shore wireless stations and would like to hear from and meet up with during any shipmates who served with him during these periods. He also served in HMS Torquay (1964-65) and HMS Lion (1964-65).

HMS St. Vincent (1932-34): Ex-CPO Cox'n Philip Redman, 14-2787 Wentworth Rd., Courtenay, B. C. Canada V9N 6B7, a member of the Inter-Divisional Field Gun Competition in 1933, would like to hear from old shipmates.

HMS Princess Beatrix (1942-44): CPO (Buffer) Arnold Wade, c/o 9 The Drive, Swinfen, Lichfield, Staffs WS15 9QT (tel. 0543 480852) would like to hear from old shipmates and from anyone who may be able to provide him with a photo of the ship.

LCT(E) 413, Malta, (1948-49): Gerald Scantlebury, 34 Wonnacott Rd., Okehampton EX20 0LX (tel. 0837 52466) would like to hear from old shipmates and from anyone who may have a photo of the landing craft.

HM ships Kent (1938), Beaufort (1944) and Troubridge (1946): Yeo. Signs. Ron Sunderland, Cornwall, Corbett Rd., Kidderminster DY11 5LW would like to hear from old shipmates.

HMS Loch Lomond (1944-46): W G Lewis, 25 Lugg View, Presteigne, Powys LD8 2DG (tel. 0544 267 267) would like to hear from former shipmates.

HMS Petard (1944-46): D. G. Roberts, 6 Tiler Drive, Chesterton, Newcastle-under-Lyme, N. Staffs ST5 7OD (tel. 0782 561052) would like to hear from Lieut.-Cdr. Robert E. Lamb.

RNAS Fearn (HMS Owl) 1944-45: Former USN Steward Daniel Doyle, USTS Empire State, c/o Cdr. J. C. Ballard, State University of New York Maritime College, Fort Schuyler, Throggs Neck, New York 10465 USA would like to hear from any shipmates with whom he served in HMS Owl in Rosshire.

HMS (Lucky) Largs: Mr. Mike MacKenzie has spent two years researching the story of the ship from her origins as a captured armed merchantman, her conversion and operations in the Mediterranean and the Far East, re-conversion after the War to passenger cargo ship and scrapping in 1968. His complete portfolio, including photos, is now on display at the Largs Museum in Scotland.

HM ships Scimitar and Azalea 1944: Richard Bass, 40 Whitchurch Ave., Exeter EX2 5NT (tel. 0392 430896) would like to hear from RN personnel who served in the ships, most specifically in April 1944 during an American invasion rehearsal codenamed Exercise Tiger which took place in south Devon.

Onyx bell: The bell of HM submarine Onyx was among those in the recent sale by MOD. Now the Warship Preservation Trust, which has the Onyx (and HMS Plymouth) on public view at Birkenhead — but was unsuccessful in the Onyx bell sale — would like to contact the bell's new owner over the possibility of loaning it for display in the sub. Contact: Lieut.-Cdr. M. A. Critchley, RNR (ret'd), HM submarine Onyx, Birkenhead, L41 1DJ.

Arctic Campaign: Jim Mathewson, 16 Alicia Close, Wickford, Essex SS11 8PQ, a veteran of the campaign who was part of the British Naval Mission (Naval Party 200) in Archangel in 1945, would like to know the name of the frigate which arrived in the River Dvina in October 1945 and which was the last British warship to visit the port until HMS London arrived in 1991.

Life Preserver

Disaster at sea is something we all learn to live with. But worse things can happen ashore — when sailors grow old, become disabled, fall on hard times, leave widows to be cared for and children to be educated.

King George's Fund looks after Royal Navy and Royal Marines widows and orphans from two World Wars and the Falklands Campaign to the present day. It is also the vital safety net for the many organisations serving the Merchant and Fishing Fleets. In 1991 alone, nearly 100 maritime charities received £2m in help from KGFS.

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FIFTY YEARS ON

A LOOK BACK at the wartime operations of the Royal Navy half a century ago this month:

THIS was the month when the tide finally turned. After the victory at El Alamein, Army and Air Forces were sweeping west along the North African coast, Bardia, Tobruk and Benghazi being recaptured in rapid succession.

By the end of the month the Navy was delivering essential supplies to Benghazi at the rate of 2000 tons per day to enable the advance to continue.

Operation Torch, launched the massive Allied amphibious landings at Casablanca, Oran and Algiers, a prelude to the opening of a second front.

Operation Stoneage, the successful delivery of a four-ship convoy to Malta, finally ended that island's long siege.

The never-ending battle to protect merchant shipping raged on, 134 ships of over 800,000 tons were lost, the third worst month of the year but, in all theatres 13 U-Boats and four Italian submarines were sunk.

Principal events included:
5: RAF Liberator sank U-132 in N. Atlantic.

8: Operation Torch. Allied invasion of French North Africa.

9: HMS Gardania sunk in collision with HM trawler Fluellen off Oran.

HMS Cromer sunk by mine off Mersa Matruh. P247 (later HM submarine Saracen) sank Italian submarine off Cape St Vito.

10: HMS Martin sank U-431 off Algiers. HMS Isis sunk by aircraft torpedo off Algiers. HM trawler Lord Nuffield sank Italian submarine off Algiers.

11: HM submarine Unbeaten sunk by accident by RAF aircraft in Bay of Biscay. HMS Hecla (depot ship) torpedoed by U-505 off Cape St Vincent, sank next day. HMS Tynwald sunk by Italian submarine off Bougie. HMIS Bengal, a fleet minesweeper, escorting a Dutch Tanker in the Indian Ocean attacked by two Japanese Armed Merchant Raiders. One raider sunk, the other escaped, damaged. Tanker, although damaged, reached Diego Garcia.

12: HM ships Lotus and Starwort sank U-660 in W. Mediterranean.

13: HM ships Lotus and Poppy sank U-665 off Algiers.

14: Five RAF Hudsons sank U-595 off SW Spain.

15: HMS Avenger sunk by U-155 West of

Gibraltar. HMS Wrestler sank U-411 off Gibraltar. RAF Hudson sank U-259 off Algiers. HMS Algerine sunk by Italian submarine off Bougie.

17: Walrus of 700 Sqn, Albacore of 820 Sqn. (HMS Formidable) and RAF Hudson sank U-331 in E. Mediterranean.

18: Royal Norwegian Navy Ship Montebria sunk by U-264 in N. Atlantic. Operation Stoneage, Convoy Alexandria to Malta, subjected to heavy air attack. HMS Arethusa torpedoed and set on fire. Towed stern first to Alexandria. 155 dead.

19: Two MGBs attacked five German S-Boats off Dutch Coast, one sunk, two badly damaged, two slightly damaged. RAF bombers sank two of these on their return to harbour. RAF Hudson sank U-98 west of Gibraltar.

20: Royal Norwegian Navy ship Potentilla sank U-184 off Newfoundland. Stoneage convoy arrived Malta without loss.

21: Albacore from HMS Victorious sank U-517 in N. Atlantic.

25: HM submarine Utmost sunk by Italian escort off Maritimo.

28: HMS Quentin and HMAS Quiberon sank Italian submarine N. of Bone (now Anaba). HMS Ithuriel bombed and beached in Bone harbour.

Taken from The Royal Navy Day by Day.

Raleigh's relics

RELICS and wartime memorabilia from one of the most famous battleships of the Second World War, HMS Warspite, have been handed over to HMS Raleigh.

Members of the Warspite Association travelled from Oxford to present Capt. Irwin with the collection, which included shrapnel from German 9 ins. guns in the Battle of Jutland, a small bronze sailor statue, a bible from the training ship Warspite in 1929, photos, pictures, medals and flags, all of which will be housed in the Heritage Museum in HMS Raleigh.

Last month the Warspite Association unveiled a monument in Marazion, Mounts Bay, where the ship found her final resting place.



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Rosyth service

A SERVICE of remembrance was held in Rosyth Naval Base last month to commemorate the training ship Majestic/Caledonia, which was based in Rosyth from 1937-39.

Over 70 Old Caledonians took part in a short march in the presence of the Naval Base Commander Capt. Chris York.



ARMED AND EXTREMELY DANGEROUS

GETTING down to studying of a different kind are five students from RNEC Manadon who took a break from their BENG degree course to join the First Light Infantry Battalion (A Company).

The week-long exercise, in the Baldy Beacon Field Firing Exercise Area, in Belize, Central America, involved practising various methods of attack which culminated in a company attack lasting over six hours, with all five officers fully integrated and playing an active role throughout.

Midshipmen Keith Lincoln, Nick Ryan, Paul Betts, Andy Letts and Sub.-Lieut Matt Bird also had the opportunity to fire a number of weapons including the SA80 rifle, general purpose machine gun, anti-tank rockets and mortars.

Three ships sail by



HMS BROCKLESBY HMS BICESTER & HMS BRECON
THE GULF 1991

Presented to the ships by the Prime Minister the Rt Hon John Major MP on behalf of the Daily Star at the Gold Awards
Park Lane Hotel, March 1992, 1992

AT the Daily Star Gold Awards, held in London earlier this year, the Prime Minister Mr John Major presented the original of the above painting, by Peter Hogan, to HM ships Brocklesby, Bicester and Brecon.

Prints of the three ships in the Gulf are now available — signed, £3, unsigned, £2 — with all proceeds, after

printing costs, being donated to the KGFS.

Anyone wishing to buy a print should send a cheque, made payable to Central Fund, HMS Cochrane, to the Staff Administration Officer, Commodore Minor War Vessels, Minewarfare and Diving, Lochinvar Block, HM Naval Base, Rosyth, Fife KY11 2YA.

Steeling herself to the challenge



ENJOYING a first-class view of the start of the British Steel Challenge Round the World Yacht Race is Mrs. Nora Goss, wife of the Mayor of Southampton, who took over the captain's chair — with Cdr. Jon Wotton's approval, of course — during a visit to HMS Southampton.

The Type 42 destroyer sailed from her affiliated city, with many dignitaries embarked, to witness the start of the race and then returned to Southampton to con-

tinue her first visit to her home town since 1988.

During the four-day stop-over the ship played host to many visitors during a "Meet the Navy" day, as well as teams from TS Wessex, HMS Wessex RNR and her adopted charity, the Rose Roads Community Centre.

Many friendships were made and others resurrected after the long absence of HMS Southampton from her adopted city.

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HMS VICTORY
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THE CHANGING SHAPE OF THE NUCLEAR NAVY IN SCOTLAND

Shut-down for Prototype 1



Finger on the button. Director General Submarines, Vice-Admiral Sir Robert Hill, shuts down the Dounreay Submarine Prototype 1 (in picture right). Looking on (from left) are Cdr. David Howells, Naval Superintendent Vulcan and Capt. Paul Thomas, Director Nuclear Propulsion. Seated at the console is Brian Bain of Rolls Royce and Associates.

AFTER 27 years of successful operation the Dounreay Submarine Prototype One (DSMP 1) has finally been decommissioned at Vulcan Naval Reactor Test Establishment.

Work began on the construction of DSMP 1 at the Dounreay site, on the northern coast of Scotland, in 1957. The prototype, a complete stern section of a Valiant-class submarine hull, contained a PWR 1 nuclear reactor and achieved criticality in 1967.

Thereafter, three different cores were tested and proved on the prototype before being fitted to the Swiftsure and Trafalgar-class submarines.

Decontaminated

The fuel was finally removed and the prototype decontaminated in 1984 but the plant was retained for further operational use as a loss-of-coolant accident investigation rig (becoming known as LAIRD), the only one of its kind in the world.

An electrically-heated replacement core allowed severe accident scenarios to be simulated without the inherent risks which a nuclear core would have presented.

It is now, after the very successful completion of these tri-

als, that the plant has been decommissioned, but although it is now shut down, a care and maintenance programme has been instituted which will allow it to be brought back into use at relatively short notice should it be required.

Embarrassment

During his speech at the Decommissioning Ceremony, the Director General Submarines, Vice-Admiral Sir Robert Hill, recalled that when he was serving in the Polaris submarine HMS Repulse, she ran aground on a sandbank shortly after launching. The submarine's crew's embarrassment was completed on receipt of a signal from Vulcan — "Welcome to

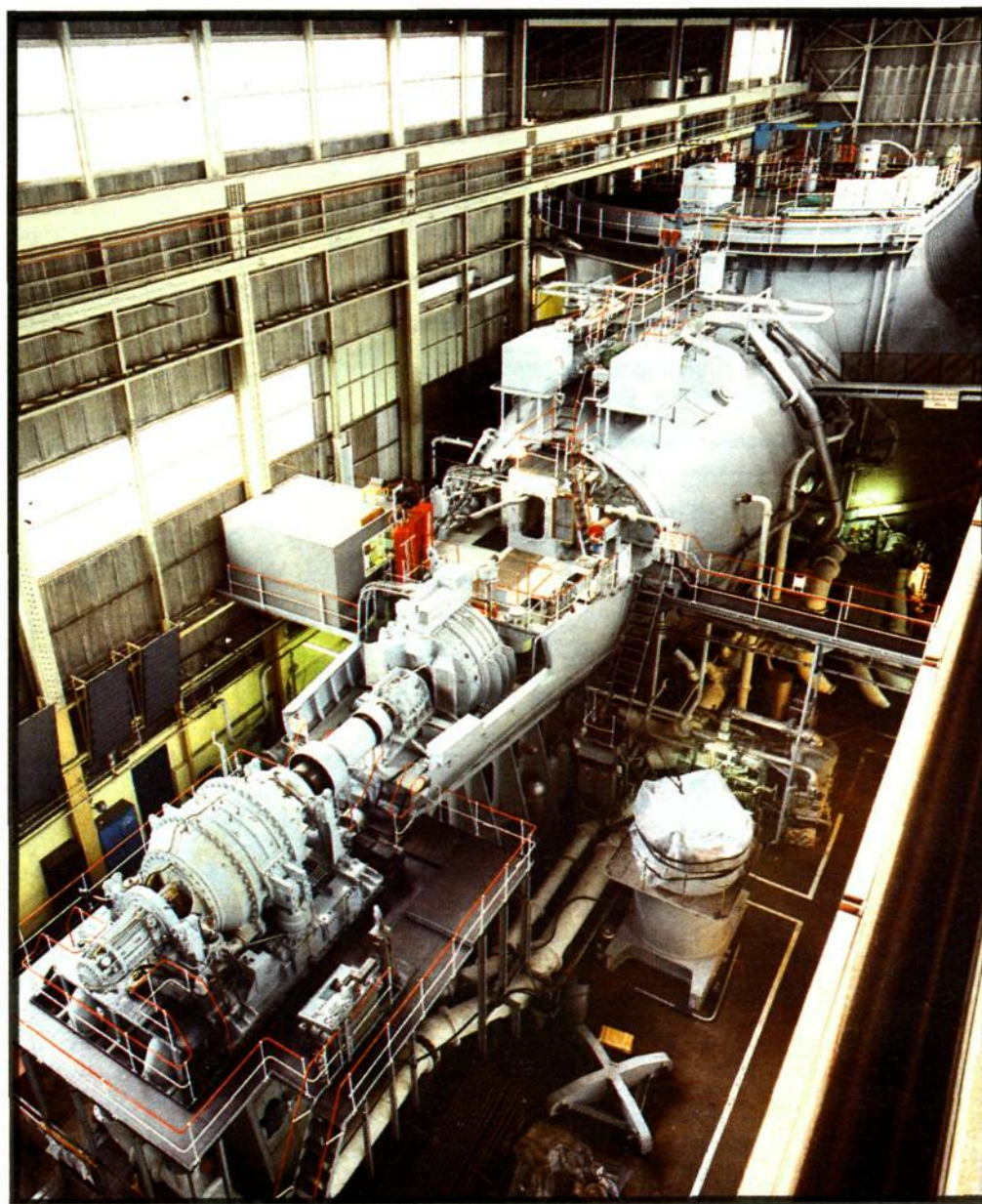
Britain's second shore-based submarine reactor."

While DSMP 1 is no longer in use, work continues on the new generation of submarine nuclear reactor (PWR 2), housed in the Shore Test Facility at Vulcan.

Vanguard-class

This is a bigger, more powerful plant than its predecessor and will provide the propulsion for the Vanguard-class of nuclear submarines and, as with DSMP 1, the trials and testing of this prototype will underpin the safe operation of the Royal Navy's nuclear fleet.

Below: The Dounreay Prototype 1 which has now been decommissioned.



HMS VULCAN 1970-1981

WORK began on the Admiralty Reactor Test Establishment at Dounreay in 1957, but it was not until 1965 that the plant eventually "went critical" and the programme of lifetime proving and development trials was launched after acceptance by the Ministry of Defence, and the training of Royal Navy nuclear plant operators began.

Two years later the Naval Training Simulator was installed, and a programme of training for about 180 officers and ratings a year was underway.

In 1970, in recognition of the important role played by the establishment in the Navy's nuclear programme, it was officially commissioned with the name HMS Vulcan, under the command of a Captain Superintendent.

Vulcan will be well remembered by the many submariners who undertook their training there.

The simulator was a replica of a submarine manoeuvring room where trainees could practise many of the duties carried out by reactor operating teams, a computer being programmed to react to every one of their moves. The aim was to achieve realism — faults, and the resultant noise, could be injected into the computer programme, giving crews the opportunity to learn to react to both normal and emergency situations.

The simulator training could thus cover many

aspects of plant emergency operations which could not safely be carried out on a "live" plant.

At the end of their courses trainees were ready to go straight to Valiant or Resolution-class submarines, and this training proved so successful that simulators were subsequently built at submarine bases, resulting in the phasing out of such training at Vulcan, with HMS Sultan taking over nuclear training functions in 1980.

In 1981 HMS Vulcan was decommissioned and renamed Vulcan Naval Nuclear Propulsion Test Plant, later changed to Vulcan Naval Reactor Test Establishment. The Vulcan site is now operated and maintained on behalf of the Ministry of Defence by Rolls-Royce and Associates, with the work overseen by a small team of six Navy personnel, headed by the Naval Superintendent, Cdr. David Howells.

Making ready for Trident

NEARLY 100 individual facilities are involved in the Trident shore-side works project at Faslane and Coulport, making it in terms of technical complexity and size second only to Europe's largest construction project, the Channel Tunnel.

Included are two "landmarks" in construction engineering.

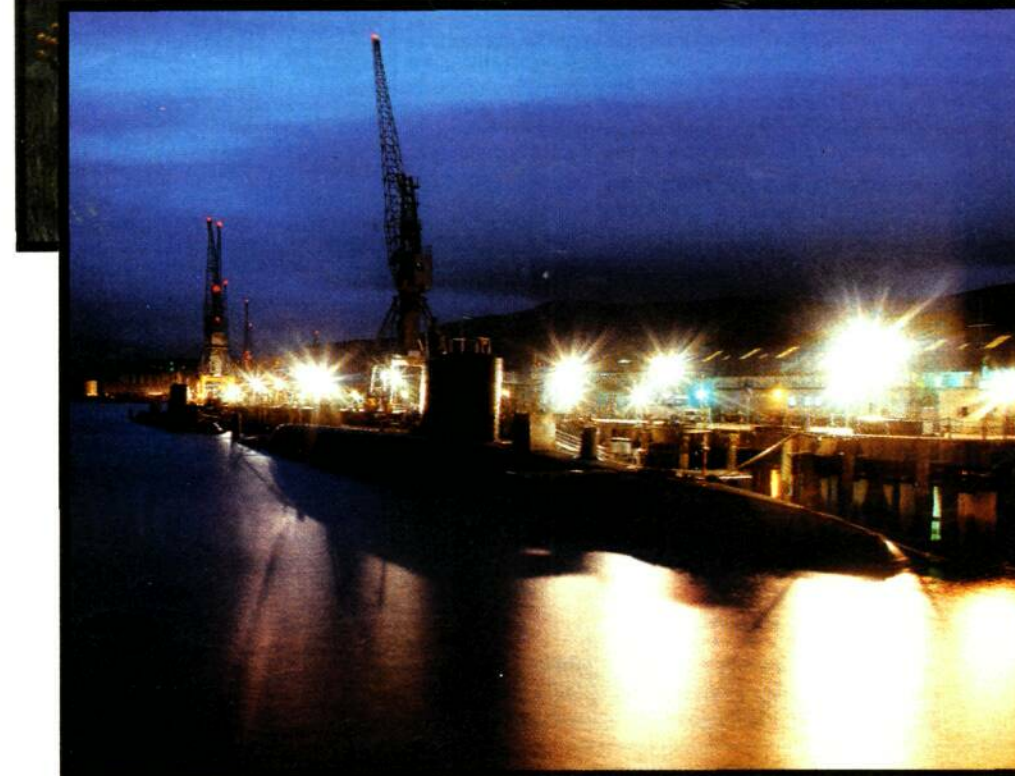
The submarine shiplift at Faslane is a 180 metres long, 25 metres high covered maintenance facility for the new Trident class submarines, as well as other classes of sub. Incorporated in the design is the ability to lift a nuclear vessel safely and completely out of the water in a "benign" environment. The design also allows for enhancement to enable vessels to be transferred ashore if an increase in maintenance capability is required.

Meanwhile, the floating explosive handling jetty at Coulport will provide a safe handling facility for removal and loading of nuclear warheads. This 86,000-tonne steel reinforced concrete structure was constructed ashore at Hunterston, Ayrshire, and was floated out and towed to its berth at the Royal Armament Depot at Coulport this spring.

Other facilities include two generating stations, new training facilities and nuclear repair workshops, storage and support buildings, accommodation and messing facilities, a new jetty for the Trident class submarines and additional berths and enhanced security features to protect the sensitive sites.

To meet the stringent safety regulations set for supporting submarine reactor systems, the design of many of the Trident support buildings has incorporated standards and features not normally associated with naval base facilities. As a result, this "peace of mind" dividend represents a considerable part of the total — £1.5 billion — construction costs.

While the works programme has been ongoing for nearly 10 years, there remains much to be done to ensure that the facilities are available to support HMS Vanguard and her sister submarines when they become operational towards the middle of the decade.



Above: Dawn breaks over the Gare Loch as work continues on the Trident facility at Faslane.

Left: The older generation, Polaris submarine alongside at Faslane.

Pictures: LA(Phot) Glen Ashley.

Controller takes a look

THE Controller of the Navy, Vice-Admiral Sir Keneth Eaton, visited the Clyde Base during the summer to see first-hand the progress on facilities at Faslane and Coulport.

Following an organisational review of the management of the Trident project earlier this year, it was decided to combine his responsibilities for the Trident platform and strategic weapon systems with responsibility for completing the base support facilities.

The Admiral was escorted round the Trident

works site by John Coles, the newly-appointed Director of Works (Strategic Systems), and met members of the Trident Works Group.

He also met senior officials of PSA, Faslane, who act as project managers for the works programme on behalf of MOD.

College hosts Royal yacht

LOOKING impressive alongside several small yachts is one big yacht, HMY Britannia, which was in the Dart for a weekend visit to BRNC, pictured in the background.

Flag Officer Royal Yachts Rear Admiral Robert Woodard addressed the students who were then given a guided tour of the Yacht. Many of them had only been in the Navy for a few weeks and gained an insight into the role and activities of the Yacht.

From Dartmouth HMY Britannia went to Falmouth for a three-day goodwill visit. After stopping off in Portsmouth she then sailed for Stockholm for a commercial Sea Day before returning, once again, to Portsmouth.

Dartmouth Regatta

Another weekend visitor in the Dart was HMS Sirius, performing guardship duty for the 148th Port of Dartmouth Royal Regatta.

Two French ships, FS La Combattante and FS Le Lutteur, and the Belgian ship BNS Merksem, also attended the festivities which were badly curtailed due to poor weather.

When HMS Brilliant took up her duties as guardship for Cowes Week her commanding officer Capt. James Burnett-Nugent and Chief Yeoman CCY Taft Haffen had a real puzzle on their hands deciding how best to arrange the many insignia the ship was entitled to display.

For in addition to her normal roles of Captain Second Frigate Squadron and Captain Initial Sea Training she was also Royal escort to HMY Britannia and Flagship to CINNAVHOME.



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NN Navy News



Coming . . .



FOLLOWING a nine-month refit the Type 42 destroyer HMS Liverpool, (above), has been rededicated at a ceremony at Rosyth Naval base.

The ship's patron, Lady Strathcona, was guest of honour while others in attendance included FOSNI Vice Admiral Sir Hugo White and the Lord Mayor of Liverpool Miss Rosemary Cooper.

Meanwhile, after 37 years of service, the mine countermeasures vessel HMS Kellington went out in style at her decommissioning ceremony at Portsmouth, with the Royal Marines Band from the Royal Yacht providing the music for the emotional event.

Guest of honour at the ceremony was Capt. Laurie Hopkins (right), Captain Fishery Protection, who was presented with the very last hand-made ship's crest by the Kellington's final commanding officer, Lieut.-Cdr. Kevin Bridgen.

HMS Kellington, known to many as "Special K", has not yet finally bowed out — she is now to be Preserved by Operation.

Fleet at the ready

● From page one

taken, the practice may be extended to produce significant running cost savings. Other ships may follow the Andromeda's example before or following a refit or major maintenance period.

Flag Officer Surface Flotilla, Vice-Admiral Sir Nicholas Hill-Norton, feels confident the plan will win "sailor appeal". "Some of our ships are spending a lot of time away from home, so to take a longer break now and then in their home ports and in home waters is bound to be on the plus side."

"Not all ships are ever at immediate readiness, of course. At the moment I've already got ten or 12 ships of the 40 plus destroyers and frigates in the Surface Flotilla — and we still intend to retain about 40 — in this situation, with three or four in refit, some in docking and essential defect rectification, some in self-maintenance and some in the process of working up after periods in repair."

"There is a fine balance in matching Defence resources to our estimate of the military risk. In some ways the world is a more dangerous place than it was before the reduction of the Soviet threat. Now we have the prospect of various tensions erupting — but at a lower level of intensity, so we can afford to accept more forces at a lower state of readiness than has been sensible in the past."

. . . and going



Mortgage scheme is under review

DISCUSSIONS are taking place between MOD and the National & Provincial Building Society over the society's turning down of applications under its Forces preferential mortgage scheme where sale of surplus married quarters under the discount scheme is involved.

Many people in the Services have successfully used the society's scheme since it was launched last November, but several instances are now reported where the society has told applicants it was not considering MOD properties for mortgage purposes at present — although if another property was selected this could be considered.

It is understood that areas which need clarification are owner/occupation on resale, risk exposure and the type of housing to be mortgaged. A meeting is planned this month to discuss the various issues involved.

Service personnel using the scheme are also advised to ensure that they understand all the insurance implications involved.

Start of the scheme saw some teething problems needing attention, including instances involving RN personnel where some people were refused a preferential mortgage "in tandem" with the Long Service Advance of Pay Scheme. This has come under investigation with the hope of being overcome.

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MANY people dream of owning their own business but are deterred from fulfilling their ambitions because they fear the risk of failure.

There is no doubt that a properly constituted business format franchise can reduce this risk without requiring unacceptable sacrifices in terms of independence.

In short, a franchisee can benefit from the use of a proven trading name, product or service, while still being his own boss and has the opportunity to build up his own successful enterprise, with all of the related benefits.

The number of franchise opportunities currently being marketed is bewildering and it is all too easy for a prospective franchisee to be attracted by a glossy brochure offering the promise of quick profits for a minimal capital outlay.

It should always be remembered, however, that "all that glitters is not gold" and to achieve the real benefits of buying a franchise, much careful research is required.

Commitment

You need to try and objectively evaluate your own attitude to work. Running your own business will, without doubt, be hard and demanding, requiring 100 per cent commitment.

You will need strength of character and an even temperament to make the business a success, not to men-

Taking the future in your own hands

tion the full support of your family. You should also take full account of any problems that you may have with your health.

Abilities

Above all, you need to realistically assess your own ability to manage a business, bearing in mind your experience to date and allowing for the training to be provided.

Initially, you must ensure that the concept has been proven by the franchisor. It is also important to find out how successful the concept is in the varying regions of the country. Conduct some form of market research in your area — is there demand for the product/service there? How does the product/service stand up against the local competition?

You need to establish that the franchisor has sufficient financial resources available to support a growing network. You should find out more about the background to the company and establish exactly how the management structure operates.

You also need to find out about the support services offered to you as a franchisee and independently establish, by contacting existing franchisees, how effective these support services are. Try to establish if the franchisor is as worthy as he makes himself out to be.

It is essential that you are able to make an adequate capital contribution from your own resources to avoid over-borrowing. You should carefully examine the financial projections provided by the franchisor to ensure that the projected profitability is sufficient to enable you to repay any borrowing over a reasonable period, yet still giving you an acceptable return on your initial capital investment.

Advisers

When evaluating a franchise, you should always seek the assistance of competent professional advisers. An accountant should advise on the viability of the project, particularly in relation to the reliability of projections that have been prepared by the franchisor.

Similarly, a solicitor should always be consulted with regard to the franchise agreement and your obligations under that agreement must be fully explained to you.

You should also discuss your business proposals with your bank manager as early as possible. Most major banks have specialist franchise departments which can work closely with their branch managers in considering funding requests.

It must be restated that franchising is a way of setting up a business with reduced risk. It is not risk-free but the benefits of franchising are such that the banks are generally prepared to advance a higher proportion of the start-up costs than would usually be the case for a normal business start-up.

The major banks will consider funding of up to 70% of the cost of acquiring a proven franchise, including working capital requirements.

Any questions? Tim Bowyer, Franchise and Licensing Manager of the Royal Bank of Scotland suggests twenty you should ask the franchisor to ensure you are dealing with a reputable company:

● What is the background of the franchise?

● How long has it been established?

● How successful is it?

● How many other outlets are operational?

● What are the expansion plans?

● What is the franchisor's financial strength and are there sufficient resources to cover these anticipated expansion plans?

● What research has been done in the area being offered?

● Has the franchisor identified the competition in your proposed location?

● Is there a market for the product or service in that particular area?

● What is the overall cost and is it value for money?

● How much is the franchise fee? Again, does it represent value for money, or can it be considered excessive or is there an unacceptable element of profit in the figure?

● Are there any hidden, extra costs, such as legal fees or extra payments for training?

● Are the on-going fees excessive?

● How does the franchisor make its money?

● Are profits generated for both parties?

● What back-up is promised and is there sufficient management in place to give the correct level of support?

● Are the projections for your area realistic and can they be substantiated by actual figures from established territories of similar size, population, and other socio-economic criteria?

● Are the directors fully committed to a long-term strategy of franchising?

If vague or evasive responses are given, you would be well advised to proceed no further. The Royal Bank of Scotland has produced a booklet entitled 'FRANCHISEES' which is available free of charge from the Bank's Franchise and Licensing Department, 42 St Andrew Square, Edinburgh EH2 2YE (tel 031-523 2178).

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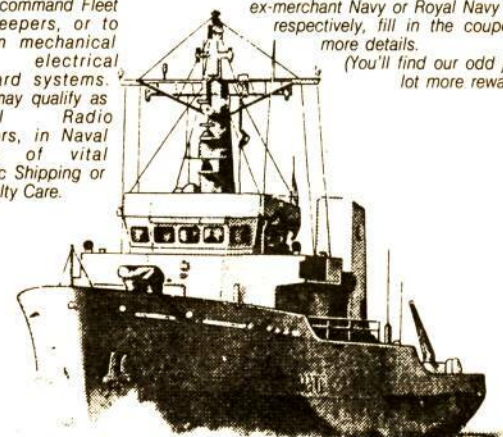
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THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at November 1, 1992. Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during October.

CCMEAML — Int (28.8.91), Nil; **CCMEAL** — Dry, 1; **CCMEALSM** — Dry, 2; **CCMEALSM** — Int (27.3.92), Nil; **CCWEAADC** — Int (3.4.92), 2; **CCWEAADC** — Dry, Nil; **CCWEAADC** — Int (1.1.91), Nil; **CCAEAWL** — Int (1.1.90), Nil.

PO(EW)/RS(W) — Int (7.6.91), Nil; **LS(EW)/RS(W)** — Int (9.6.92), 2; **PO(M)** — Int (7.6.91), 1; **LS(M)** — Int (6.12.91), Nil; **PO(R)** — Int (10.3.92), 3; **PO(S)** — Dry, 1; **LS(S)** — Int (15.3.91), 1; **PO(D)** — Int (15.3.91), 369; **PO(MW)** — Int (10.3.92), 1; **LS(MW)** — Int (15.3.91), 3; **PO(SR)** — 244, 1; **LS(SR)** — 133, 1; **PO(SEA)** — 201, Nil; **CY** — 279, Nil; **LO(T)** — 144, 1; **RS** — 171, 1; **LO(G)** — Int (24.9.91), 4; **POPT** — 277, 1; **RPO** — 205, 2.

POMEM(L)(GS) — Int (5.6.91), 3; **LMEM(L)(GS)** — Int (18.12.91), Nil; **PO-MEM(M)(GS)** — 415, Nil; **LMEM(M)(GS)** — 148, Nil; **POWEM(O)(GS)** — Int (3.7.90), Nil; **LMEM(O)(GS)** — Int (27.5.91), 5; **POWEM(R)(GS)** — Int (3.9.91), 4; **LMEM(R)(GS)** — Int (30.7.92), 10; **POCA** — Int (21.6.90), 1; **POCK(GS)** — 386, 2; **LCK(GS)** — Int (1.11.90), 6; **POSTD(GS)** — 649, Nil; **LSTD(GS)** — Int (16.10.90), 2; **PO-SA(GS)** — 570, Nil; **LSA(GS)** — Int (18.10.90), Nil; **POWTR(GS)** — Int (27.7.90), Nil; **LWTR(GS)** — Int (20.2.92), 4; **POMA** — 84, 1; **LMA** — Dry, 4.

PO(S)(SM) — Int (19.8.91), Nil; **LS(S)(SM)** — 241, Nil; **PO(TS)(SM)** — Int (27.11.90), 1; **LS(TS)(SM)** — Int (21.5.91), Nil; **RS(SM)** — 230, Nil; **LRO(SM)** — Int (5.6.90), Nil; **PO-MEM(L)(SM)** — 506, Nil; **LMEM(L)(SM)** — 84, Nil; **POMEM(M)(SM)** — 739, Nil.

LMEM(M)(SM) — 666, Nil; **POWEM(O)(SM)** — 358, Nil; **LWEM(O)(SM)** — Int (6.6.90), Nil; **POWEM(R)(SM)** — Int (1.9.92), 2; **LWEM(R)(SM)** — 108, 2; **PO(UW)(SM)** — Dry, Nil; **POSA(SM)** — Int (28.11.90), Nil; **LSA(SM)** — Int, Nil; **POWTR(SM)** — Int (26.7.90), Nil; **LWTR(SM)** — Int (12.2.92), Nil; **POCK(SM)** — Int (17.10.91), Nil; **LCK(SM)** — 673, Nil; **POSTD(SM)** — 306, Nil; **LSTD(SM)** — 560, Nil.

POA(AH) — 676, 2; **LA(AH)** — 597, 2; **POA(METOC)** — Int (13.3.92), 1; **LA(METOC)** — Int (12.6.92), Int (12.6.92), 1; **POA(PHOT)** — 209, 1; **POA(SE)** — 272, Nil; **LA(SE)** — 131, 2; **POACMN** — 477, 1; **POAEM(M)** — 215, Nil; **LAEM(M)** — 258, Nil; **POAEM(R)** — Int (7.3.91), 1; **LAEM(R)** — 274, 1; **POAEM(WL)** — 358, Nil; **LAEM(WL)** — 540, Nil; **POAC** — Dry, 1.

POWREN(R) — 111, 1; **LWREN(R)** — Int (9.7.90), Nil; **POWREN(RS)** — 208, 1; **LWREN(RS)** — 146, 1; **POWRENPT** — 113, Nil; **RPOWREN** — 150, 1; **POWRENCK** — Int, Nil; **LWRENCK** — Int, Nil; **POWRENSTD** — 630, Nil; **LWRENSTD** — Int (19.2.91), Nil; **POWRENSA** — 277, Nil; **LWRENSA** — Int (21.2.91), Nil; **POWRENWTR** — 163, Nil; **LWRENWTR** — Int (17.10.91), Nil; **POWRENWTR(G)** — 130, Nil; **LWRENWTR(G)** — Int, Nil; **POWREN** — Int (17.7.92), Nil; **LWRENMETOC** — Int (12.6.92), Nil; **POWRENPHOT** — Int (5.6.90), Nil.

POWRENAEM(M) — 209, Nil; **LWREN AEM(M)** — 258, Nil; **POWRENAEM(R)** — Int (7.11.91), Nil; **LWRENAEM(R)** — 193, Nil; **POWRENAEM(WL)** — 262, Nil; **LWRENAEM(WL)** — 263, Nil; **POWRENETS** — 187, Nil; **LWRENETS** — Int (13.9.90), 1; **LWRENTEL** — 372, Nil; **POWRENWA** — Int (16.1.91), Nil; **LWRENWA** — Int (9.10.90), Nil; **POWRENDHYG** — Int (5.7.90), Nil; **POWRENDSDA** — Int, Nil; **LWRENDSDA** — 87, 2; **POENG(G)** — 139, Nil; **LEN(G)** — Dry, Nil; **PORG** — Int (10.9.91), 1; **POMA(Q)** — Int (12.3.91), Nil; **LMA(Q)** — Int (10.9.91), Nil.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22:

POWREN QA — 190, Nil; **POWREN MT** — 782, Nil; **POWREN TEL** — 1102, Nil.

Appointments

APPOINTMENTS recently announced include:

Capt. C. M. C. Crawford As Commodore Centurion. March 16.

Cdr. I. T. T. Sewell Herald in command. April 19.

Lieut-Cdr. P. N. Collins Brazen in command. April 20. (To be promoted Commander Dec. 31 1992)

Lieut-Cdr K. Carter Leeds Castle in command. March 2.

Father Noel Mullin at present serving in HMS Neptune, is to succeed the Rt. Rev. Mgrs. G. Lavender as Principal Roman Catholic Chaplain (Navy) on May 21.

Deaths

M. V. Devitt LS(S). HMS Andromeda. Sept. 14.

D. Heaps CPOMEA(M)(SM). Defiance FMB. Sept. 20. Service included HM submarine Torbay.

D. Clements A/LWTR. HMS Heron. Oct. 14.

A. E. Cotford Ex-CSTO. Served 1928-53. Mentioned in Despatches. Member HMS Icarus Assn. Aged 84.

J. D. Roche Ex-CPOCOXN. Served 1936-61, including HM ships Royal Oak, Foresight and Centaur.

R. J. Stoopman Ex-CPO(GL). Served 1951-73, including HM submarines Trenchant, Tally Ho, Walrus and Porpoise. Aged 59.

H. Goody Ex-LS. Service included HMS Sikh, and member of Sikh Veterans Assn. PoW in Italy. Aged 70.

A. H. Brown TS Arethusa (1938-39) and survivor of HM ships Barham and Naiad. Member Barham Survivors Assn. Aged 67.

A. D. Oliver DSM. Ex-CPO. Ships included HMS Benbow, Curacao, Renown, Voyager and Delight. Aged 81.

M. Klass Ex-LCK. Member Penelope Assn.

B. K. Parks OA Exmouth Div. 1942-46. Ex-8th DS and Darings. Aged 66.

T. Pedlar Ex-AB(Radar). Service included HM ships Verran Bay, Ladybird, and Vigilant. Aged 65.

G. Gratton Member Coastal Forces Veterans Assn. (North Midlands).

R. Walker DSM. Branch president. Coastal Forces Veterans Assn. (North Midlands).

L. A. Pierre Ships included HMS Euryalus (1966-68) and member HMS Euryalus Assn.

J. E. Gillis Ships included HMS Euryalus (1948-50 and 1954), and member HMS Euryalus Assn.

S. Jackson Lieut-Cdr(C) (ret'd). Service included HMS Relentless (1964-66).

H. C. Mills Sen. Comm. Gunner (ret'd). Served 1919-46, including Submarine Service. Life member SOCA (Western Australia). Aged 89.

F. Moore Lieut. (ret'd). Air Engineer Officer, transferring from RAF 1939. Member Cotswold Branch National FAA Assn.

T. Owen Ex-COA. Served 22 years, including HM ships Renown, Eagle, Illustrious, Magpie, and Exeter. PoW of Japanese.

W. Dodsworth Member HMS Charybdis Assn.

S. Moss Ex-LWEM(O). Served 15 years, including HM ships Bristol, Albion, and Arethusa. Aged 37.

F. J. Kelly Ex-CT(Air) and former CY(Signals). Served 1931-50, including HM ships Despatch, Cornwall, Londonderry, Assegai, and Blackcap. Aged 76.

Pen Friends

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals", Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Angie (17), Leeds, Yorks. **Sara** (16), Bradford, Yorks. **Nicola** (21), Runcorn, Cheshire. **Lindsey** (15), Brighton, Sussex. **Lorraine** (25), Maidstone, Kent. **Linda** (25), Rotherham, Yorks. **Karen** (39), Loddington, Northants. **Pearl** (29), Wokingham, Berks. **Sharon** (21), Llanelli, Dyfed. **Sarah** (18), Hull. **Gina** (26), Bath, Avon. **Denise** (35), Torquay, Devon.

Miss R. (33), Portsmouth. **Kerry** (17), Hull. **Jackie** (28), Flint, Clwyd. **Carol** (38), Welwyn Garden City, Herts. **Helen** (27), Coventry. **Vicky** (17), Mansfield Woodhouse, Notts. **Karen** (23), Christchurch, Dorset. **Gillian** (24), Plumstead, London. **Elaine** (30), Flint, Clwyd. **Catrina** (28), Gosport, Hants.

Cheryl (23), Wallasey, Merseyside. **Lynne** (37), Towyn, Clwyd. **Sharon** (28), Peterborough. **Kirsty** (26), Rotherham, Yorks. **Diane** (30), Diss, Norfolk. **Sally** (31), Peacehaven, Sussex. **Pam** (37), Wallsend, Tyne & Wear. **Karen** (26), Upminster, Essex. **Jo** (26), Wolverhampton, W. Midlands. **Pauline** (24), Blackburn, Lancs.

Kimberley (31), Stevenage, Herts. **Helena** (21), Sheffield. **Rose** (28), Stafford. **Miss M.** (33), Doncaster, Yorks. **Lisa** (19), Walsall, W. Midlands. **Michelle** (19), Richmond, Yorks. **Miss S.** (39), Plymouth. **Sara** (26), Norwich. **Laura** (20), Italy. **Miss K.** (45), Cardigan, Dyfed.

Jane (33), Ipswich, Suffolk. **Geraldine** (27), Aberdeen, Mid Giam. **Jackie** (28), Mansfield, Notts. **Dawn** (32), Sheffield. **Rachael** (18), Weedon, Northants. **Jo** (22), Leicester. **Jackie** (24), Bexleyheath, Kent. **Kerry** (25), Southampton. **Julia** (20), Sidcup, Kent. **Sian** (22), Aberdeen, Giam.

Jacqueline (28), Bingley, Yorks. **Helen** (28), Plymouth. **Joanne** (24), Grimsby, Humberside. **Lesley** (35), Nottingham. **Andrea** (24), Gravesend, Kent. **Louise** (27), Portsmouth. **Pam** (31), Nottingham. **Marie** (27), Harrow, Middx. **Elizabeth** (18), Warley, W. Midlands. **Jackie** (42), Gosport, Hants.

Rachel (21), Birmingham. **Carol** (34), Dundee. **Dawn** (25), Bradford, Yorks. **Amanda** (29), Congleton, Cheshire. **Elena** (20), Cosato, Italy. **Cathy** (33), Plymouth. **Lauren** (29), Coventry. **Sarah** (22), York. **Margaret** (30), Glasgow. **Kelly** (22), Croydon, Surrey. **Liz** (25), Edenbridge, Kent. **Linda** (28), Coventry. **Miss M.** (45), Jersey. **Fiona** (21), Ashington, Northumberland. **Melanie** (17), Gosport, Hants. **Mandy** (28), Canterbury, Kent. **Karen** (28), Ramsgate, Kent. **Suzanne-Marie** (29), Cliftonville, Kent. **Sue** (22), Stockton, Cleveland. **Lisa** (18), Sheffield.

ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

D. A. Copperwheat, GC, Kettering, Lieut-Cdr (ret'd). Served 1929-57, gaining his George Cross, while torpedo and explosives officer in HMS Penelope, for scuttling ammunition ship dangerously on fire in Grand Harbour, Malta, in 1942. Also served in HM ships Hero, Superb, Indomitable and Truelove. Aged 78.

A. E. Kneale, South Liverpool. Ex-LS. Survivor HMS Prince of Wales; also served in HMS Cumberland. Aged 69.

J. A. Steele, Birkenhead. Ex-AB. Served 1943-46, including HMS Howe.

G. W. D. Wilson, Hanworth. Ex-AB. Served 1941-46, including HMS Glendower and Wellesley. Founder member DEMS Assn.

L. R. Enslie, Hanworth. Ex-AB. Served four years, including HMS Glendower and Wellesley.

G. Williams, Weston-super-Mare. Lieut-Cdr (E), (ret'd). Aged 80.

R. Mutter, Weston-super-Mare. Ex-RM and FAA. Survivor HMS Exeter; Japanese PoW. Aged 72.

R. Elliott, Grantham. Served FAA 22 years, ships including HMS Ark Royal, Hermes, Albion and Bulwark.

R. Tuffin, life member of assn. Ex-COA. Served 1937-62, including HMS Vanguard.

R. Buse, Swansea. Ex-STO. Ships included HMS Gambia. Aged 51.

J. F. Ennis, Leicester. Aged 56.

E. Hurley, Swansea. Ex-POME. Served 1938-64, including HMS Illustrious, Jamaica, and Wizard. Aged 71.

K. Taylor, Greenford. Ex-AB. Aged 35.

D. Burgess, life member and former standard bearer, Southend-on-Sea; also membership secretary RNPSA (Southend).

Ann Williams, Roydon, wife of branch president Rocky Williams (secretary Kelly Assn).

H. Pope, Winchester. Ships included HMS Howe. Aged 67.

A. Rhodes, Hanworth. Ex-CSTO. Served in HM submarines Seawolf, Narwhal, Starfish, Ursula and Taurus. Mentioned in Despatches. Aged 78.

R. G. Pouncett, Windsor. Ex-POSTO. Ships included HMS Ark Royal, Kimberley, Komus and Formidable. Aged 73.

K. Herrington, Romford and Hornchurch. **D. Ditchfield**, Warrington. Ex-LS(D). Ships included HMS Griffin and Furious. Aged 72.

V. Crick, Mitcham, Morden and Wimbledon. Ex-LS. Served 1937-47, including Second World War service in Polish, Dutch and French submarines. Member SOCA Merton. Aged 70.

Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in October:

OPERATIONS BRANCH (SEAMAN GROUP)
To **CPO(OPS)(S)** — R. B. Burton (London)
To **CPO(OPS)(SR)** — S. D. Brook (Raleigh)

SUPPLY AND SECRETARIAT
To **CPOCK** — K. B. Boyce (Raleigh), S. W. Speck (London)

SUBMARINE SERVICE
To **CPO(OPS)(TS)(SM)** — R. R. Russell (Dolphin Sm. Schl)

CHIEF PETTY OFFICER ARTIFICER
HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in September:

ACPOCT(A) — P. M. Dodd (Invincible)
ACPOCT(L) — B. C. Purkis (SCU Leydene)

CPOMEA — A. W. Giblin (Clyde Mixman2), H. Griffiths (Portsmouth FMRO), A. J. Hill (Valiant), M. P. Phillips (Trenchant), B. Tiley (Argonaut).

ACPOEWA — W. J. Bell (Sceptre), S. D. Doggett (Torbay), D. T. J. Gray (Sceptre), K. Livesey (Oracle), A. J. Smith (Neptune NT).

CPOAEA(WL) — D. M. Scott (829 Ft 212).

CPOAEA(M) — C. G. Lamont (829 Sqn. Osprey), A. C. S. Reynolds (815 Ft 232).
CPOAEA(R) — W. G. Condie (RNAS Culdrose), A. T. Wallace (RNAS Culdrose), P. M. W. Ware (810 Sqn. Seahawk), G. N. Wynne (RFANSU).

CPOWEA — M. R. Bowers (Portsmouth FMRO), S. A. Boyland (FOST FMG), G. W. Cameron (Renown Stbd), I. Le-Coneur Bisson (Sheffield), A. S. Martin (Tireless), I. R. Nicholas (Collingwood), I. D. Parry (Collingwood), C. J. Pearce (Trenchant), M. A. Rand (Superb), A. M. Ward (Cambridge), D. B. Warner (Brocklesby), A. D. Wood (Renown Stbd).

ACPOEWA — S. R. Barry (Arrow), P. N. Lakeman (Turbulent), P. A. Latham (Middleton), T. J. Sheehan (Sceptre), T. W. Wheadon (Ladbury), S. N. Worrall (Triumph).

ACTING CHARGE CHIEF ARTIFICER
Authority was issued by HMS Centurion in October for the following ratings to be promoted to acting charge chief artificer:

To **ACCMEA** — A. Stephenson (Centurion), H. M. Read (Seahawk).

To **ACCMEA** — G. T. Butler (Sultan), C. J. Torney (Repulse), J. Reynolds (Tireless).

To **ACCWEA** — H. T. Beckwith (Westminster), D. S. King (Collingwood), S. Townsend (Nelson), R. M. Shephard (Nelson).

Swop Drafts

AEM(WL) Burrows, RN air station Yeovilton, ext. 6217, drafted HMS Illustrious AED (second line) in Jan., front line in July. Will swop for any Yeovilton front or second line draft.

WEM(O) Hart, HMS Brocklesby. Will swop for any Portsmouth ship, preferably not deploying.

ROI(G) Barrowcliffe, HMS Dumbarton Castle, drafted HMS Bulldog in Feb. Will swop for any Rosyth-based small ship.

MEM(M)1 Allicock, HMS Gloucester, drafted HMS Defiance FMB in Jan. Will swop for any Portsmouth shore base.

W(EW) Jenkin, HMS Manchester, Devonport, due to return to Portsmouth in March. Will swop for any Plymouth-based ship.

MEM Owens, HMS Glasgow, drafted HMS Defiance in Dec. Will swop for any Rosyth shore draft or small ship.

SA Champ, HMS Southampton, deploying in Feb. Will swop for any ship not deploying.

WTR Brown, HMS Southampton, deploying in Feb. Will swop for any ship not deploying.

WRENWTR Jordan, HMS Southampton, deploying in Feb. Will swop for any ship not deploying.

MEM(L)1 Patterson, Scale B, HMS Edinburgh, drafted Portsmouth FMRO. Will swop for any Scottish shore base.

WSA Graham, Naval Stores Office, Whale Island ext. 25244 or 25205 (after work). Will consider any swop (RNR bases considered) preferably not Scotland.

CK Marriott, Catering Office, HMS Nelson ext. 24242/24160, drafted HMS Monmouth in Jan. Will swop for any Portsmouth-based ship, deploying or not.

WRENWTR Messenger, Devonport ext. 65344, drafted Sea Hawk UPO in Dec. Will consider any other Plymouth draft.

STD Roberts, HMS Exeter. Will swop for any small ship or carrier, deploying or not.

WRO1 Hall, COMMCCN, Faslane ext. 584. Will swop for any southern draft, preferably Portsmouth.

LWEM(O) Evans, HMS Collingwood ext. 670, drafted HMS Avenger in Jan. Will swop for any Portsmouth-based ship, deploying or not.

AB(R) Sharman, HMS Cardiff. Will swop for HMS Invincible or any non-deploying ship or shore base.

MEM(L)1 Lapworth, Scale C, HMS Sheffield, DED until Feb. Will swop for any Portsmouth-based ship or shore draft.

WEM(R)1 Kimpton, HMS Brave. Will swop for any northern shore base (except northern Scotland).

LWEM(R) Elson, FOSF WE staff, Whale Island, drafted HMS Campbelltown in Dec. Will swop for any Portsmouth draft.

POAEM(R) Blackman, 846 Sqn. RN air station Culdrose, drafted HMS AED (second line) in Sept. Will swop for any front or second line drafts.

NA(AH) Hutchins, HMS Nelson (W) Main Gate ext. 25116, drafted HMS Osprey in Jan. Will swop for any Portsmouth shore base.

LS Hibbert, HMS Anglesey, Rosyth dockyard ext. 63564. Will swop for any Portsmouth-based ship or shore base.

MEM(M)1 J. Murray, Scale B, HMS Edinburgh, drafted Portsmouth FMRO in Dec. Will swop for any Scottish shore base or ship, preferably not deploying.

POMEM(L) Cox, HMS Coventry, deploying in Jan. Will swop for any Type 22 not deploying.

AB(M) Rees, HMS Blackwater (Boatswains Yeoman trained). Will swop for any Portsmouth or Plymouth-based ship.

WRENAEM(WL) Ludgate, HMS Daedalus ext. 4483 (non-sea), drafted Portland in Dec. Will swop for any Cudrose billet.

STD Cannon, HMS Sheraton, ERD April 1994. Will swop for any Type 22 or 42 deploying.

ROI(G) Smith, HMS Cochrane, Lion Club, drafted HMS Norfolk in Dec. Will swop for any Rosyth-based ship, deploying or not.

CPOWEA (WD) Perkins, HMS Collingwood ext. 277, drafted HMS Chiddingfold in Aug. Will swop for any Portsmouth-based ship.

Lead kindly light up the church path

THE 13th century church of St. Peter's at Cowfold, West Sussex, has four new outdoor lamp standards — a godsend for those attending evensong in the dark winter days — which were provided and installed by members of Henfield.

BRANCH NEWS

To celebrate the gift of light, the Venerable William Filby, Archdeacon of Horsham, assisted by the Rev. Basil Brenton, area and branch chaplain, held a service of dedication, attended by shipmates and parishioners.

To mark the 50th anniversary of the sinking of the Archer class aircraft carrier, HMS Dasher, in the Clyde, on March 27 1943, Shipmate Mac Mackay, chairman of the Scottish area, seeks help in providing a memorial. In memory of the 358 officers and ratings who perished, he proposes that the memorial be erected next year on the Isle of Arran and is appealing to survivors and shipmates to help raise funds. He can be contacted at 14 MacNeil Place, New Farm Loch, Kilmarnock KA3 7EQ, Ayr.

Shipmate Frank Batten of Watford, a survivor of HMS Havant, happened to remark, during a visit to shipmates of Saltash, that he recalled seeing HMS Saltash in the thick of the action during the evacuation from Dunkirk. The remark inspired Shipmate Mike Thomsett, secretary of Saltash, to research the history of HMS Saltash and the result is a book to be published shortly.

The 10th anniversary of the dedication of the Brentwood standard was celebrated with a cake-cutting ceremony attended by two of the founder members, Shipmates Bert Holland and John Logan.

To music of the Royal Mar-

ines band CINNAVHOMES shipmates paraded 42 standards following the laying-up of Cheshunt old standard and the dedication of the new. The service, in Christ Church, was conducted by branch chaplain, the Rev. Martin Bannister, assisted by the Rev. Andrew Holford. Guests of honour included the General Secretary Capt. Jim Rayner and Capt. Paddy Vincent, president No. 1 Area.

Members of Barnsley turned out in strength for a parade and service marking the adoption, by Barnsley, of the new Royal Fleet Auxiliary supply vessel, Fort Victoria, an occasion which coincided with the 50th anniversary of South Yorkshire Sea Cadet Corps. With members of the RNXX, shipmates laid wreaths at sea to mark the 50th anniversary of Operation Pedestal and the Di-eppe Raid.

Over 40 members of the wartime light cruiser, HMS Enterprise and their wives visited the ship's adopted town of Oxford to mark the 50th anniversary of Warship Week when Oxford raised £1.5 million towards the cost of the ship. The visitors, who were welcomed by Oxford, also held a march-past and wreath-laying ceremony and were entertained by the Lord Mayor who gave a reception in their honour.

A "thank you" from Shipmate Reg Dodson, chairman of Bridgend, to Shipmates Mike Morris and Ken Kingsmill of Johannesburg for sending photographs of the grave of his father who died in 1937 while serving in HMS Milford, on the South African Station. Congratulations also to Shipmate Bill Keeble, of Johannesburg, from HMS Rodney Association, on being awarded the MBE for services over many



MEMBERS of the ship's company of HMS Brazen were given a warm welcome by Whitby branch when, on a three-day sponsored run from Heysham to Sunderland, they stopped overnight at Whitby. The branch, which boasts only 11 members, raised £135 for the runners and members are pictured with the Mayor, Richard Wastell outside the town's Mission to Seamen. HMS Brazen's sponsored run raised in excess of £2,000 for two of the ship's charities.

years to the Royal Navy and the Sea Cadet Corps.

While canoeing along the Kennet and Avon canal to raise funds for charity, members of the crew of HMS Opossum had an overnight stop at Pewsey, where they were welcomed by fellow shipmates of Pewsey. Before leaving next morning the submarine's badge was presented to branch chairman, Shipmate Ian Williamson, in thanks for hospitality extended.

The president and members of Blandford welcome shipmates and their families to a Service of Remembrance on Nov. 8, in St. Peter's Church, Pimperne. A short service will also be held at the Collingwood Battalion Memorial commemorating the Royal Naval Division which was completely destroyed at Gallipoli. Further details from Shipmate Roy Adam on tel. 0258 453797.

To mark the departure, to

the West Country, of Shipmate John Jenkins, social secretary Hanworth, the branch held a presentation and a buffet-dance in his honour. John and his wife Ann were both showered with gifts in appreciation of their 20 years service to the branch and were paid a warm tribute by branch president, Capt. Peter Hames.

The 10th anniversary of Falmouth Sea Sunday and church parade was attended by branches from Plymouth to Penzance displaying 20 standards. To music by Illogan Sparrow Silver Band, shipmates marched to the parish church of King, Charles the Martyr for a service conducted by the Rev. Roger Gilbert.

Thanks to the late Shipmate Ken Herrington, of Romford and Hornchurch the bell of HMS Sussex now proudly hangs in the Royal British Legion Club, in Romford. While doing voluntary work in an old people's home, he made friends with a retired publican who owned the bell and who

was pleased to give it to Ken, who found it a new home.

Despite some set backs, Port Elizabeth will celebrate its 30th birthday on Trafalgar Day. The branch secretary, Shipmate Doreen Munsey, says many letters are received from ex-matelots asking for news of "oppos" not seen since the 1940s. Thanks to help from Cape Town and Johannesburg branches many old shipmates have been re-united.

The first attempt by Redruth and Camborne to raise funds on a big scale has paid off netting £265 for branch funds. Fund-raising took place at an Open Day at Lanner Moor.

There was a good turn out of members for the thanksgiving and remembrance service for seafarers marking the 50th anniversary of Operation Jubilee, held at Exmouth. A parachute jump by an associate member of the branch, Shipmate Melanie Brown, raised £500 for the handicapped of Redruth.

Members of Peterborough enjoyed a visit to the Royal Tournament where they saw branch standard bearer, Shipmate Gordon Roberts, on parade. Members were very heavily involved in the celebrations to mark the 50th anniversary of Peterborough Sea Cadets attending a wide range of activities and displays including a grand reunion dance. With ex-Sea Cadets they turned out in strength for a parade and service in the cathedral attended by the President, Admiral Sir Desmond Cassidi, the Lord Lieutenant of Cambridgeshire and Shipmate Nobby Clark, national council member No. 6 area and representatives of branches far and near.

News in brief

MEMBERS of Whiteabbey, which has been re-floated, extend a warm welcome to new recruits. They meet on the fourth Monday at 2000 hrs. in the Royal British Legion Club.

The Maidstone branch annual Sea Service was well-supported with many standards from neighbouring branches on display. The service was followed by a buffet-reception at Aylesford.

At the close of 1991 the Llangollen branch consisted of six members, two of whom have since crossed the bar. The survivors intend re-floating the branch and extend a warm welcome to potential recruits.

At the Barnes and Mortlake annual general meeting the following shipmates were elected officers — vice-president, L. Furneaux; chairman, F. Faulks; vice-chairman, L. Rogers; secretary, H. H. Allen; standard bearer, D. Strange and press officer, S. Selwood.

Former members of the ship's company of HMS Windsor thank shipmates of Windsor branch and TS Windsor Castle for the wonderful reunion they organised when they visited the ship's adopted town.

Beccles will be holding a standard re-dedication in June next year — further details will be circulated nearer the time. The branch also holds a St. George's Day dinner-dance and welcomes any other shipmates who would like to attend on April 24.

SACKS APPEAL



TO provide warm clothing for children in the Baltic regions of Poland and Russia, Dewsbury-born Wren PT Janine Burns, of HMS Battleaxe, sent an appeal to her home branch of Dewsbury, Batley and Birstall.

The branch, in turn, appealed to two Mirfield schools who filled more than two dozen bin-bags with all kinds of warm clothing.

The problem of getting the sack-loads of clothes to HMS Battleaxe was solved by Royal Mail Parcelforce who delivered the goods free.

Seen here supervising the delivery of the sacks of clothing by children of Mirfield schools are, from left, Shipmates Albert Firth and Brian Hughes, chairman Dewsbury, Batley and Birstall.

Raleigh round up

IT was a day of sheer nostalgia for shipmates of St. Mawgan when they were invited to HMS Raleigh and, as Capt. Richard Irwin took the salute at ceremonial divisions, they were able to recall memories of their time in the Service.

For one member, Peter Watts, the day was very special as he remembered his own passing out parade 49 years ago.

Shipmates from Rame Peninsula also enjoyed a day at HMS Raleigh when they were invited to witness the formal inspection of the establishment by CINNAVHOMES Admiral Sir John Kerr.

The party, which included chairman Mick Arrow, were given a brief on the present tasks of HMS Raleigh and were shown around the Heritage Room museum.

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BELOW STRENGTH BUT TOO STRONG FOR HAMPSHIRE

AN encouraging start to the season was made by a below strength Royal Navy side when they beat Hampshire 28 points to 15 at Victory Stadium HMS Temeraire.

Crispen Read and Kevin Bethwaite linked well as half backs, providing 23 of the points between them, a try each with three penalty and conversions from the boot of Bethwaite. Lack of understanding on the new ruck and maul law

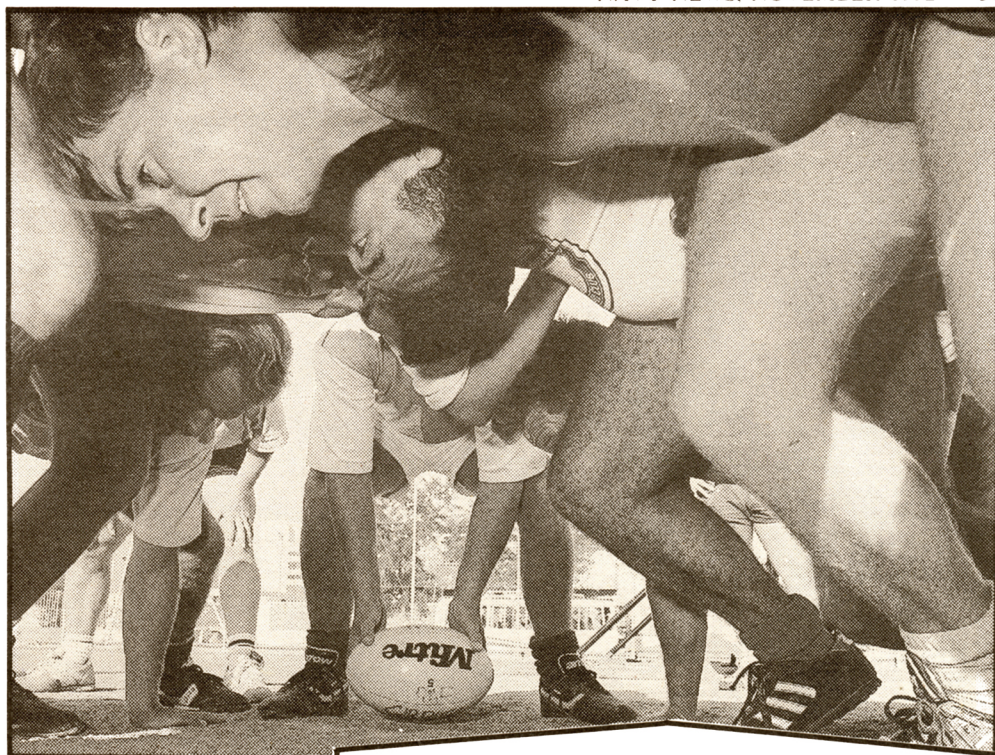
was evident and contributed to providing Hampshire's Martin Livesay with five penalty goals. The third Navy try was scored after an orthodox back movement in the first minute of the second half when the wing threequarter Les Oman raced in at the corner.

This match was the first of two staged in Portsmouth in preparation for the clash with New Zealand Combined Services on November 25. The second will be played against

the Civil Service at Burnaby Road on the afternoon of Wednesday, November 18. Both the preparatory matches have been sponsored by IBM.

Leigh Merrick as Navy Selector has gained the assistance of Buck Shelford and Glen Ross the Northampton coach in coaching the squad with which he hopes to win the Inter Service Championships.

● Fixtures: November 18 RN v Civil Service, Burnaby Road (1415); November 25 RN v NZ Combined Services, Rectory Ground (1900).



Life in the old dogs yet . . .

A DAZZLING piece of footwork by Denis Brown led to the try which saw the Ancient Mariners through to the final of the Crewkerne RFC 501 competition, writes **Capt. Bob Fletcher RM.**

The market square of the county town was the rendezvous earlier in the morning for a group of 15 ex-Royal Navy and Royal Marines rugby players intent on some fun both on and off the rugby field.

Although the rules of the competition dictated that the aggregate age of the team members should be at least 501, the Mariners exceeded this by another 111 years, giving an average age of 40.

In the first round match against a youthful Westlands side our boys (!) went to town, running up a score of 37 points in the

20 minutes played (10 each way).

After this it was obvious that the pace had to be slowed if the majority of the team were to last the tournament, especially as just the minimum 15 had come to the fray and no replacements.

This did not deter our modern day Ben Gunns as they went on to reach the final against Oldfield Old Boys without a point being scored against them.

Holders of the title, the Old Boys boasted at least one international (ex-England flank forward Paul Simpson). But the only score of the match resulted from a high ball to the left touchline by Denis (the Black Flash) Brown which was "quickly" followed up by speedy left wing threequarter Bob Fletcher.

He took the ball after his opposite num-

ber fumbled, outstripped the covering defence and popped it inside to Jeff Fabian, playing in the unfamiliar position of centre, who then provided the scoring pass to Rayson Pritchard.

The final whistle came with the AMs defending strongly against the determined efforts of the Old Boys, who hobbled off the field defeated. Okay lads, same place, same time in about 12 months. Sponsors welcome!

The Ancient Mariners were: Lieut.-Col. Roger Williams RM, CSgt Beano Brazzo, Capt. Bob Fletcher RM, Capt. Rayson Pritchard RM, Cdr. Jeff Fabian, ex-WO2 Denis Brown, CSgt Taff Symonds, WO1 Jim Martin, WO1 Yorky Perry, CPO Spady Webb, ex-CPO Shady Lane, Lieut. Clive Richards RM (retd.), ex-Mne Guy Bosence, Capt. Leigh Merrick RN and Capt. Steve Hughes RM.

● Results: Ancient Mariners 37 Westlands 0, AM 14 Crewkerne 0, AM 17 Gordons (Bristol United) 0, AM 7 Bridport 0, AM 7 Oldfield Old Boys 0.

COURSE NOTES

A WORM's eye view of a scrum taken by SACW Jules Hague RAF at the Naval Soccer Ground in Gibraltar, venue for a Rugby Football Union Preliminary and Intermediate Coaching Course.

CPO Brian Powell (Sultan), head coach to Havant RFC (recently promoted to Courage League 3), ran the course, which was attended by 20 enthusiasts from the Gibraltar Rugby Club.

PO Doug Wylie, a member of HMS Rooke's PT staff, said, "All the players who attended benefited enormously. The coaching was second to none and a few handy tips were gleaned for the forthcoming season."

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Paul Rankin (left) and Ian Tall slug out the middleweight final.

Triathlon crown retained

DESPITE outstanding performances by Army Cpls Kibble and Nicoll, the Royal Navy retained the Inter-Service Triathlon Championship for the second year running. Kibble took the individual trophy for the third year running.

Notable performances by Service athletes at national events this year gave an added edge to the competition, and the lead changed hands several times.

First RN team member home was Mne Chris Ray (3rd), some two minutes ahead of CPO Ian Tindall (5th). WO Chris Hazelwood lead the RN Over-35 team to a clear victory over the RAF. But in the ladies competition a very experienced RAF team won, while the RN ladies finished second.

Interested in joining the successful RN and RM Endurance Triathlon Association? Contact CH Evans, 105 Darbys Lane, Oakdale, Poole, Dorset BH15 3EU.

Hot on the heels of their Inter-Service victory, the RN A team beat off the top club teams in the UK to win the National Relay Championship at Holme Pierrepont, outside Nottingham.

BRAVERY FROM BOXING TYROS

A CAPACITY crowd enjoyed a fine display by talented youngsters at the HMS Collingwood Novice Boxing Championships, writes *Lieut. Mark McGinley*.

By way of an explanation of the rules of the sport and to the delight of the large audience, LPTs Shillingford and Carter and PT staff of the establishment gave a wonderful display prior to the main bouts.

As always, there was strong competition between the technical and mechanic training schools, with some bouts filled by boxers from HMS Daedalus to add to the exciting programme.

Winner of the Most Stylish Boxer of the Night award was WEM Blackburn (MT School). In the lightweight final he proved too strong for WEM Finlayson (MT). Finlayson put up a brave show, but the referee stopped the contest in Round 1.

Blackburn was presented with his prize by Olympic boxer Mne Mark Edwards. The other trophies were presented by Capt. Wason, Captain of HMS

Collingwood.

The featherweight final was won by WEA Appleton (T. School) on a majority decision over WEM Sharma (MT). The light welterweight final was contested by WEA West (T) and WEM Lawson (MT). West landed a hard right hook to Lawson's jaw, scoring a knockout in the first.

There was also a light welterweight special bout. AEM Latham (Daedalus) and AEM Gorman (Daedalus) gave an excellent display, but Latham proved the stronger, and the referee stopped the contest in his favour in Round 3.

WEA Evans scored a unanimous win against his Training School colleague WEA Myers in the welterweight final. Two others from the Training School contested the light middleweight final. WEA Howie beat WEA Simister (RSC2). An evenly matched pair of

very fit boxers fought a special bout at light middleweight. AEM Smith (Daedalus) was given a majority decision over WEA Clarke (T. School).

After being knocked down in the first round of the middleweight final, WEA Rankin (T) came back to give a brave show, but was just out-pointed by WEA Tall (T).

WEA Jennings (T) just stayed ahead on points in his light heavy-weight special against AEM Durose (Daedalus). It was an even contest, but he won on a unanimous decision.

A heavyweight and a super heavyweight special followed. The former saw WEA Meese (T) win against AEM Hitchmore (Daedalus). The referee stopped the contest in the second after Hitchmore took a standing count. Finally, LS Rushton (Collingwood) had a majority decision win over AEM Ewens (Daedalus).

IN BRIEF

FORMER policeman and Commonwealth boxing medalist Johnny Banham made dozens of friends in the Royal Navy in the 70s through his selfless work supporting the Service's boxers and pentathletes. John is now very ill and in his honour the Police have organised a boxing dinner night in London on November 10. Among those attending will be Michael Ellis, RN coach and team captain of modern pentathlon 1972-78.

As well as Mike, who steered the RNMPA to great things, the British Modern Pentathlon Association has invited any other of John's (or Mike's) Navy colleagues to attend the dinner. Contact Mike for details on 081 319 4066 (w) or 081 897 9830 (h).

clude novice, ladies and veterans/masters events. Revalidation for BJA referees and gradings for both Kyu and Dan grades will also be available. As will travel costs and accommodation. BJA licence receipts will be available for out of date players. The Royal Navy squad will be chosen according to showings at this event. For full details, contact Command PT Offices or Lieut.-Cdr. Jim Richardson, RNJA Secretary, RNEC Manadon, Plymouth, Devon, PL5 3AQ (Manadon ext. 81478).

DUBAI Exiles claim their defeat 22-24 by HMS Chatham was their first loss to a visiting ship at 15-a-side rugby. The match was played in the evening on a bone dry pitch, with humidity at over 95 per cent and the temperature in the high 80s. The home team hosted a typically good social after the match.

TAKING on the Canadians at ice hockey is a bit like challenging the Kiwis to a game of rugby — so the Sentinels team, based in HMS Sultan, found when they threw down the gauntlet to a team from the Royal Canadian Navy.

The match, which resulted in a 17-0 victory for the Canadians, was held during STANAVFORLANT's visit to Portsmouth. Scena made a fast start, taking the Sentinels by surprise, but found the going a bit tougher after coach Paul Woodford rallied the home team to tighten up their game.

The Sentinels are always looking for new players. You only need to be enthusiastic and to put in 100 per cent effort. Contact Paul Taylor on 0705 526603.

A CRICKET umpires course — leading to an exam for membership of the Association of Cricket Umpires — will be held in HMS Sultan, March 1-3. Candidates will be required to put in a great deal of prior reading and preparation.

As well as those new to umpiring, qualified umpires could benefit from the course as a refresher for the '93 season.

For those in the Portsmouth area, an additional course is being arranged, again at Sultan, but on Tuesday evenings (from 1630) over the 10 weeks from November 24. For details of both contact Lieut.-Cdr. Mike Mairis at CWTA Portsmouth (PNB ext. 25249).

TRAINING has just begun for the RN (Women's) Hockey Team, in preparation for next March's Inter-Services Competition. A special training weekend is scheduled for November 28/29 with the aim of putting together a team for March. Anyone interested is invited to contact Lieut. Carol Elliott on PNB ext. 23958.

RLSS Pool Lifeguard Bronze Medallion Courses will be held in HMS Temeraire on the following dates: Nov. 30 — Dec. 4; Jan. 25 — Jan. 29 '93; Feb. 22 — Feb. 27; March 29 — April 2; and May 10 — May 14. Contact Lieut.-Cdr. A. Walker (PNB ext. 24131) for details. Cost to participate is £22.50 and cheques, made payable to RNASA, should be sent to Lieut.-Cdr. Walker, Sec. RNASA, HMS Temeraire, Burnaby Road, Portsmouth, Hants PO1 2HB.

HOME side HMS Collingwood won the RN(W) Inter-Establishment Netball Competition, beating HMS Nelson 11-7 in the final. The Inter-Command Tournament, held the same weekend, was won by Air and Scotland. Portsmouth finished second.

US Portsmouth Cricket Club will now hold its AGM on November 27 in the Pavilion from 1830.

HELD at Milford and Selsey beaches on consecutive nights, the Inter-Command Fishing Championships were contested by six teams and won by Portsmouth Command.

Hong Kong conquered

THE ROYAL Navy soccer team have returned from their first ever tour to Hong Kong, writes *CPOPT John Gwynn, Tour Manager*.

They began with three 25 minute training sessions against HMS Tamar to acclimatise. The RN team ran out winners 5-0, with goals from POPT Glen Young (Centurion), LWtr Paul Benson (MCM2), Cpl. Russ Wilson (RM Poole), POWEA Steve Johnson (Collingwood) and LAEM Nigel Thwaites (Seahawk).

British Forces Hong Kong, newly promoted to Division 1, were the next opposition. By half time the RN team had an unassailable 5-0 lead; goals from Young (2), Benson (2) and Wilson. All substitutes were brought on for the second half, with team coach WOPT Tommy Johnson (Temeraire) making another comeback. POAEA Chris Long (Seahawk) added a sixth goal for the dominant Navy team.

Sing Tao FC, one of the Island's three best teams, provided the sternest test. Although the RN created several excellent chances during the game they could not find the net. Sing Tao won 2-0.

Final game was against Hong

Kong FC — mostly ex-pats — under lights. The game was played in a typically fast English style. The RN took the lead through a penalty by Johnson. Benson added two more in the second half. With five minutes remaining, HKFC scored a consolation goal.

This successful tour will form a base for the RN's campaign to retain the inter-service title. The team begin their domestic season with fixtures against Sussex Intermediate on November 9 at Burnaby Road and then away to Cambridge University on November 10.

Other fixtures: Nov. 17 v Oxford Uni, Burnaby Rd; Nov. 18 v London Uni, Motspur Park; Nov. 25 v English Fire Service at Burnaby Rd, to 1930.

The RNFA are very grateful to the Sailors' Fund, Fleet Amenities Fund, Naafi, the Sports Lottery and the China Fleet Club for their generous financial support which enabled the tour to take place.

AFTER two high-scoring semi-finals, in which HMS Collingwood beat HMS Raleigh 5-0 and HMS Sultan beat HMS

Seahawk 5-2, the Navy Youth Cup final was a much closer match. Following a series of fairly even exchanges, WEM(O) Craig Harris put Collingwood ahead. Sultan twice made goal line clearances before WEA Mark Powell ensured victory for Collingwood, scoring their second.

WINNER of last year's Navy Cup final, HMS Seahawk didn't make it beyond the second round this time, being beaten 3-2 by RM Barracks Stonehouse.

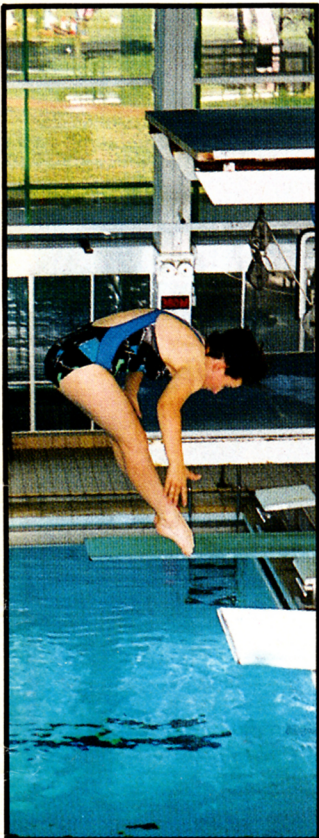
That was as far as Stonehouse went, though. In the semi final they were defeated 7-1 by HMS Nelson. Nelson had defeated HMS Collingwood 5-3 to reach the semi.

In the other half of the draw, HMS Centurion had a surprise 4-0 win over HMS Daedalus. They went on to meet HMS Cochrane in the semi-final and went down 5-3. Cochrane had overcome a determined challenge from HMS Glasgow to win the Scottish area final 3-0. The final will be played at HMS Cochrane on Nov. 4.



The Royal Navy squad for the Hong Kong soccer tour proudly line up for a team photo.

Seventh heaven



RAF Cranwell hosted the Inter-Services Diving Championships, in which LWrens Vicky Bradford (Nelson) and Karen Rawlings (Centurion) and CT Scott Johnston (Kellington) competed.

In the 1 metre/3 metre springboard event, Karen narrowly missed taking the title from the Army's Cpl. A. Davies. There was just .05 of a mark in it. Vicky (pictured above) came third.

The 5m firmboard event was also keenly contested. Karen just took first place from Vicky, with Cpl. Davies third. The RNWSA won the event and Karen was awarded the Tina Childs Trophy for the highest mark overall. The RN Women had taken the title for a record seventh time!

Both Karen and Vicky were selected for the Combined Services squad for Hendon at the end of October.

Scott came a commendable third in the 3m springboard, despite a shoulder injury which prevented him from taking part in the 5m firmboard. But it was the Army which took the men's diving title.

Vicky has now joined the Royal Marines Band. She hopes to be able to continue diving.

ON THE RUN

BIG prizes on offer at the tenth running of the Sultan 10 mile Road Race attracted some top names from the field of road running and the cream of the Navy's road runners, several of whom were sharpening up prior to the Washington Marathon, writes CCMEA Graeme Riley.

Dave Neal, RNAC's top road runner this summer, lived up to pre-race expectations to score a convincing victory. He was looking for a fast time but the humid conditions and a stiff breeze on the sea front slowed the pace considerably.

RNAC dominated the team race with Dave Neal 1st, Lieut. Cdr. Chris Robison (Gannet) 2nd, Mne Gary Gerrard (RMB Lympstone) 5th and Lieut. Steve Gough (Dolphin) 7th.

AEM Adam Mead (Daedalus) showed excellent form as first junior, beating many top seniors and indicating that he will be a man to watch during the forthcoming cross country season. At the other end of the age scale Cdr. Al Rich (FONA) was first vet.

The race also doubled as the RN 10 Mile Championships and Air Command continued their dominance of the men's long distance scene by winning the Inter-Command Competition. HMS Osprey were comfortable winners of the Inter Establishment event. In the ladies competition, Portsmouth was the winning command and Sultan the winning establishment.

The Cross Country season is now under way with RNAC finishing sixth of 10 teams in the first Hants League fixture at Farley Mount. POWTR Andy Peacock (Osprey) showed excellent form on a very wet and slippery course, finishing 19th of over 200 runners.

Andy is one of the Navy team running in the Washington Marathon and his current form suggests that he is likely to lower his personal best time by a good margin.

Details of RNAC's cross country fixtures can be obtained from POPT Jack Stewart, (HMS Sultan ext 2430).

There will be a RNAC trophy presentation evening for the 1992 season in Weymouth on November 27. All RNAC members are welcome to attend. Further details may be obtained from Lieut. Steve Gough (HMS Dolphin ext 41135) or CCMEA Graeme Riley (HMS Sultan ext 2609).



Above (from left): RNAC's winning Sultan 10 team, Lieut.-Cdr. Chris Robison, Mne. Gary Gerrard and Mr Dave Neal.



Relay team beaten by a neck . . .

HMS Neptune's sprint relay team thrilled a crowd of 17,000 at the famous Braemar Highland Gathering. The audience, including four members of the Royal Family, shouted encouragement as the team raced neck and neck with 2nd Signal Regiment in the final of the Royal Inter-Services Relay Challenge. But the soldiers just had the edge and took the title. Neptune's valiant runners up were (from left) WEM Darren Bartley, PO Rupert Williams, AB Tops Turner and SA Gordon Mallender.

Head over eels!



CPO Andy Andrews proudly displays the 52lb 7oz conger eel he caught during the 1992 Inter-Command Boat Sea Angling Championships. CPO Byron Turner hooked an eel 21lbs 10z heavier!

The event fished out of Plymouth, with each command fielding a team of six. Over the two days, as well as congers, ling, pouting, whiting, pollack, gurnard, lesser spotted dogfish, poor cod and cuckoo wrasse were caught.

The Royal Marines won Day 1, came second on Day 2 and therefore took the Command Championship. Portsmouth won on Day 2 and took second place. Plymouth came third.

Individual Inter-Command Boat Championship results were as follows: 1, Cpl. Gary Austin (RM); 2, Byron Turner (Portsmouth); 3, CPO Geoff Murphy (Scotland); 4, PO Sandy Nelson (Fleet); 5, CPO Richard Chapman (RM); 6, CPO Jim Step-toe (Portsmouth); 7, LMEM Gerry Poole (Plymouth); 8, Mne Duncan McCracken (RM); 9, Andy Andrews (Plymouth); 10, Sgt Steve Pope (RM).

YOUNGSTER SHOWS 'EM HOW IT'S DONE

AFTER demonstrating a high standard of horsemanship in the dressage section and surviving the small but tricky showjumping course, competitors in the RN and RM Equitation Championships faced the cross-country course, built by Mne. Howard Wood and HMS Dryad Buffer's Party.

Here the outright winner was Miss Lucy Bridges on Smoke Spindrift. Being under 14, she was not eligible to take the major individual award and had to relinquish the Addy Trophy to her father, Cdre Richard Bridges. Riding Osheval, he finished two penalties behind Lucy.

Other placings: 2, Lieut.-Cdr. Ralph Stenning (Collingwood) on Silvanus Rex; 3, Capt. Geoff Eggleston RM (40 Cdo) on Midnight Reveller; 4, Julia Batho (Collingwood) on Little Fella; 5, POWren Louise Isaacs (Osprey) on Jack of Diamonds; 6, PO Dougie Stewart (Heron) on High Proof; and 7, Wren Tammy Vaughan (Heron) on Crest of the Wave.

The Lambe Trophy was taken convincingly by the COMAW Team (Bridges, CSgt Johnson on Thomas and Isaacs). RM Bickleigh (Wren Donna Jenkin on Jackboot, Coxn Rusty Steel on Kimberley Blue and Kirsten Oxby on Iona) were second. Collingwood (Stenning, Batho and Mrs Jenny Stenning on Bledrws Mai) were third.

The Inter-Command Cup was won by Naval Air Command — Isaacs on Jack of Diamonds, Stewart on High Proof, Vaughan on Crest of the Wave and LWren Jane Willens on Polkadot Polly, all stalwarts of

the RN showjumping team having a break by doing some eventing. Plymouth came second, Royal Marines third and Portsmouth fourth.

The Berthon Trophy was contested on the Sunday, with dressage and a top class showjumping course. Mrs Stenning just pipped Lieut.-Cdr. David De Jonghe on Benjamin Brick to first place. Mne Richard Fletcher (RM Poole) on Kipling came third.

Other placings: 4, Stewart; 5, Batho; 6, Bridges; and equal-7, Isaacs and Eggleston.

ANYONE interested in competing for the Royal Navy in showjumping or eventing is invited to contact Lieut.-Cdr. Richard Randall (Manadon ext. 81461) or POWren Louise Isaacs (Portland ext. 2078). You don't need to own your own horse.

A FORTNIGHT later the Camberley Horse Show was held at the Royal Military Academy Sandhurst. The RN team — Cdre Richard Bridges (COMAW), Lieut.-Cdr. Richard Randall (Manadon), Capt Geoff Eg-

gleston RM (40 Cdo) and Mne Howard Wood (40 Cdo) — narrowly failed to hold on to their lead for the prestigious Loriner's Cup, coming second after three hard fought events.

In the Service Team competitions the RN team (Bridges, Randall, POWren Louise Isaacs (Osprey) and PO Wren Stewart (Heron) were seventh and the RM team (Eggleston, Cpl Joyce (40 Cdo), and Wood) were 11th.

All partnerships performed well with clear rounds in the showjumping phase, but there were some disappointing performances in the dressage. However, Cdre Bridges' Osheval earned her high marks in the dressage with the kind of performance now expected of her. And the Royal Marines' Brunswick proved himself a horse to watch, having shown very nice paces in his first competition.

Wood was fourth in the Service and Stars Speed Competition and Isaacs was sixth. Wood, again on Jackboot, was fifth in the individual competition and Stewart was seventh of 42 entries.



Wren Tammy Vaughan on Mrs Stuart's Crest of the Wave.

Naval services with a smile

EVERYONE in the Royal Navy and Royal Marines is to receive a copy of a Customer Charter which defines the quality of service which the Director of Naval Pay and Pensions (Accounts) organisation undertakes to its "customers" in the field of pay and allowances.

"This is an important initiative which is in line with my wish for more open management," says the Second Sea Lord (Admiral Sir Michael Livesey) in commending the charter.

"It is a symbol of DNPP(ACS)'s commitment to delivering a service, and a reminder that his efforts depend in part on the support he receives from the Naval Service as a whole — particularly those with responsibilities for pay and allowance work.

"In this sense, the charter reinforces the need for all of us in the Naval Service to commit ourselves to the highest possible standards of quality and performance in everything that we do."

Double-first for Chatham in Gulf

TRAFALGAR Day 1992 saw the Type 22 frigate HMS Chatham — currently nearing completion of her Armilla stint — carry out the Royal Navy's first joint operations with the Russian Navy in an operational zone since the Second World War.

The Chatham, commanded by Capt. Tony Hogg, spent the day in a series of exercises with the 8,900-ton Udaloy destroyer the Admiral Vinogradov in blazing Gulf sunshine.

The day, in fact, marked a double-first, with the first ever landing of a Lynx on a Russian warship and the landing by a Russian Helix on the Devonport-based frigate.

First contact was made with the Russian ship during two periods alongside at Bahrain. Many friends were made, items of kit swapped and hospitality enjoyed in both ships. Detailed planning took place for the joint operations, the subjects including communications, aviation safety and manoeuvring.

Nearly all the ship's company of the Chatham were on the upper deck loosing off large amounts of film and video of the first meeting at sea with the Russian destroyer.

The programme started with officer-of-the-watch manoeuvres. Several basic manoeuvres were executed, with both parties overcoming the difficulties of language, communications and manoeuvring conventions of the different fleets.

Then an impressive demon-



● One of the Russian twin-rotored helicopters from the Admiral Vinogradov landing on HMS Chatham's flight deck during joint operations in the Gulf.

stration of the Helix's capabilities followed while the Lynx, piloted by Lieut.-Cdr. Carl Downing, landed on the flight deck of the Udaloy. After a display lasting 30 minutes, the Helix approached and successfully landed on the Chatham's flight deck — the first time a Russian aircraft has landed on a British frigate, it is believed.

Not content with a single landing, the Helix made three further deck landings, while the Lynx landed several times on the Russian deck before bringing the Russian commanding officer, Capt. Mikhail Abramov, to the Chatham.

Before lunch both captains witnessed a demonstration of

the Chatham's boarding party being inserted to the frigate's focus by rapid roping. After lunch a fire exercise was carried out, with the Russian captain impressed by the Chatham's professionalism.

Then Capt. Hogg, himself a pilot, took the right hand (non-flying) seat of the Helix for a demonstration of this versatile Russian twin-rotored helicopter, of which the Admiral Vinogradov has two.

More experience was gained with five Russian officers

spending the day in the Chatham and six British officers and senior rates in the Russian ship. Both parties enjoyed the insight into the workings of each others' ships and sampled their opposite numbers' culinary delights.

The day ended with a steam-past, the Admiral Vinogradov playing military music as her sailors reciprocated the rousing three cheers from the Chatham.

Woolly yarn

THE new design woolly pully goes on trial this month, reported to be warmer than its predecessors and, in the trial version, fitted with a pen pocket on the left sleeve. The same design pullover will be worn by both men and women.

The woolly pully saga has continued for three years, with both crew-necked and V-necked types in everyday use.

For winter of 1993-1994 there are plans to try out a new raincoat, based on an RAF design. It will be double-breasted, probably with a belt, and will be produced in male and female versions in navy blue and lovat green.

ENGLAND EXPECTS . . .

EPITOMISING Nelson's famous signal, "England expects that every man will do his duty," is 13-year-old Brian Coughlan, from Birmingham, who was one of many Sea Cadets who took part in the Trafalgar Day Parade, in London, in the presence of the Duke of York.

The defeat of the French and Spanish fleets off Cape Trafalgar was commemorated in traditional style on board HMS Victory, last month, with the hoisting of a garland of laurel leaves between the main and mizzen masts.

CINCPACVADM Admiral Sir John Kerr later laid a wreath of laurels at the spot on the quarterdeck where Admiral Nelson fell and in the cockpit where he died.

● A new set of drapes, a replica of those originally created for Lord Nelson's cot by Emma Lady Hamilton, was presented to Admiral Kerr on the eve of Trafalgar Day. The embroidered drapes were made by the East Hampshire Federation of Townswomen's Guild, replacing those also made by Guild members some 30 years ago.

The cost of the materials was met by Mrs Beryl Hardy Nesbitt, a descendant of Sir Thomas Hardy, captain of HMS Victory at the Battle of Trafalgar.



DRA to cut workforce

AS part of a programme to rationalise the Defence Research Agency, a reduction in the workforce and withdrawal from over a third of its 54 sites is being proposed.

Under these proposals the 12 sites named for significant investment include Bincleaves (Weymouth), Haslar, Portsdown (West) and Rosyth (South Arm).

Sites from which DRA plan to withdraw completely include Alverstoke, Dunfermline, Empress State Building, Horsea Island, Portland (North and Southwell) and Portsdown (Main).

Staff from Portsdown (Main) will transfer to the West site, and also to Haslar and Malvern. The West site will also absorb staff from Funtington in West Sussex, which is to close.

DRA said withdrawal from Portsdown (Main) offered the only sensible option since the site would be half empty when the Sea Systems Controllerate moved away. Expansion of Portsdown (West) would allow DRA to concentrate much similar work together on one site.

While Alverstoke was scheduled for closure, this would

probably not be for a few years because of some continuing naval programmes which required the Submarine Escape system. Staff would transfer to Haslar.

Haslar is scheduled to receive considerable investment and take in staff and work from Portsdown (Main), West Drayton, Holton Heath and Alverstoke.

It is planned to withdraw from Portland (North and Southwell) in 1994-95, with most of the staff transferring elsewhere. This was the only way ahead for a site which would be half empty once the Sea Systems Controllerate moved.

Precise number of job reductions in the whole programme is not yet known, although it could be more than 2,000. Following consultation with trades unions and local authorities, the final package goes to defence ministers for approval.

New rules over notice to quit

WITH present surplus RN manpower, guidelines controlling early release of ratings on notice have been relaxed.

Because of manpower shortages in recent years these guidelines have been used to control numbers of people wishing to leave at less than their full 18 months notice.

Now applications to leave early from those who give, or have already given, notice can be considered, especially in

branches where surpluses exist. However, the question of providing of a relief or gapping also has to be considered.

In most specialisations a favourable response is likely, but firmer guidelines can be imposed should the situation change.

Also reflecting the current manpower situation, with its reductions in requirement and the redundancy programmes, are the results of recent boards to select names for promotion to CPO (non artificer) next year.

From several boards there are no selections in a series of categories, and in others no selections at all.

COOL CUSTOMER



EAST Cumberland Bay glacier, South Georgia, provided an impressive backdrop during one of HMS Ambuscade's regular resupply runs in support of the resident garrison at

King Edward Point, Grytviken. HMS Ambuscade embarked an extra 17 Army and RAF personnel together with various stores required on the island.

Wishes granted

HILLCREST RN Community Centre at Chaddlewood, Plympton, Plymouth, proved the project receiving the biggest financial boost at the October meeting of the Sailors' Fund Grants Committee.

An application for aid towards ground floor extension refurbishments received warm approval by committee members, who voted a £46,700 grant. The following week the Fleet Amenities Fund added £23,300 to provide a £70,000 total towards a £140,000 building and refurbishment package which local contributions are helping in large measure.

In total, the funds made grants and loans of more than £470,000 towards projects and in annual and half-yearly grants. In addition, the RN and RM Sports Lottery contributed over £30,000 worth of project aid.

The full list will appear in next month's edition.

